# CYCLE NEWS®

**Road Atlanta WERA & Suzuki Cup Finals!**

**November 23, 1988: Number 46**

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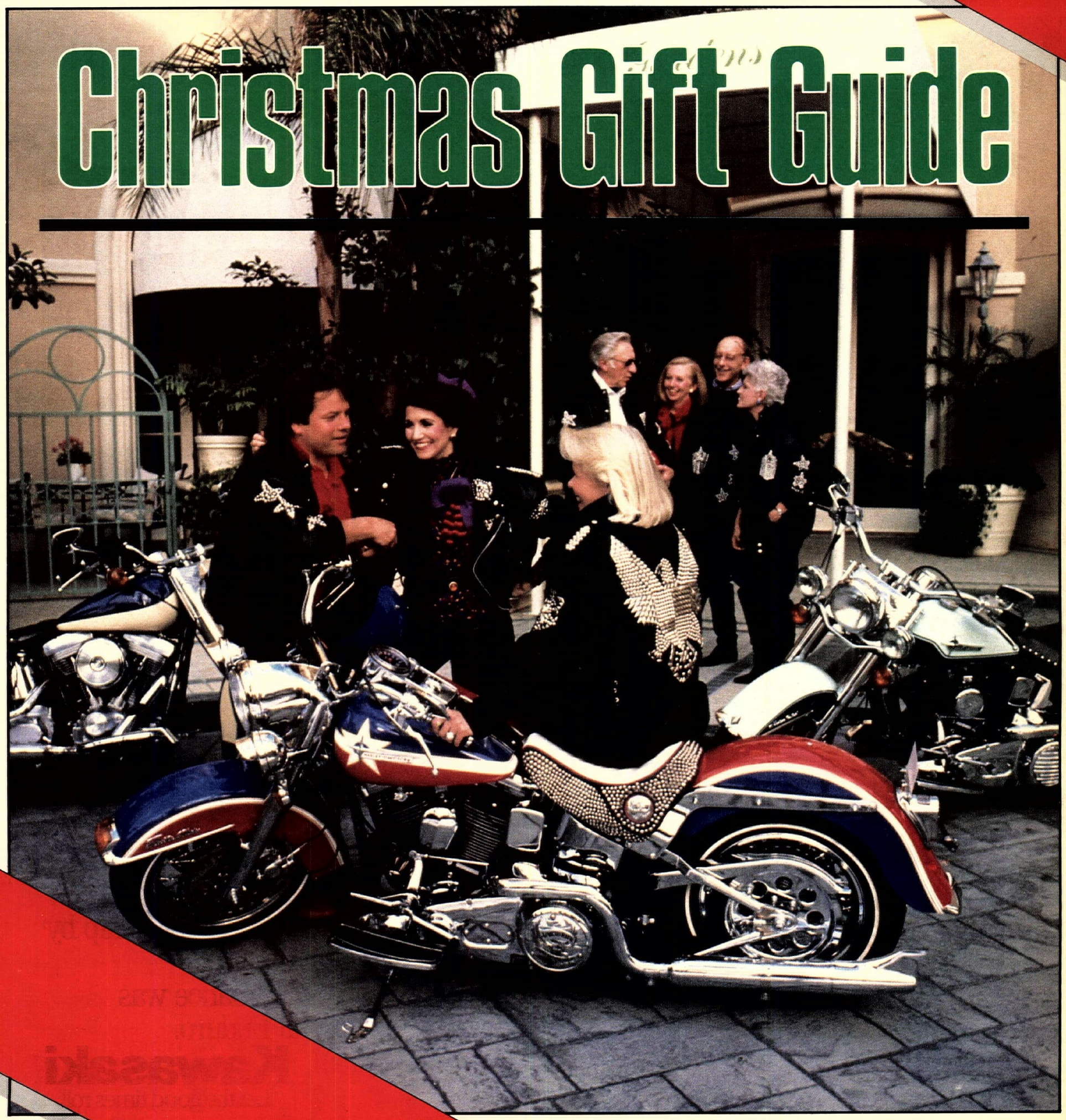


**America torcycle newspaper**

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# ed up at the sight of our new YZ's.

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David Smith/Beginner

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# In the WIND

## BY PAPA WEALEY

Damon Bradshaw (Yam) won and Rick Johnson (Hon) was second at the Osaka Supercross in Nishinomiya Stadium in Japan, November 13. Bradshaw and Johnson reportedly battled for 15 laps before Bradshaw was able to secure the win. Guy Cooper (Hon) was third, followed by Ronnie Tichenor (Suz) and Johnny O'Mara (Suz).

**Larry Roeseler, Paul Krause and Danny LaPorte (Kaw) teamed up to win the SCORE Baja 1000 in Baja California, Mexico, November 11-12. The trio finished the 700-mile race that started and ended in Ensenada in 11 hours, 33 minutes and 45 seconds at an average speed of 58.94 mph. The Dan Ashcraft/Kurt Pfeiffer (Yam) team took second, followed by the Al Baker/Randy Norman/Scott Summers (Hon) team. The first 250cc (Class 21) team across the finish line was Ted Hunnicutt Jr. and Brett Howell (Kaw) at fourth overall, while first 125cc (Class 20) was the team of John Braasch Jr. and Ron Jennings (Yam) in fifth overall. Eighty-seven motorcycles started the event, 49 finished.**

Cam Roos, winner of the WERA C Production, C Superbike, D Superbike and Formula 2 Championships at the Grand Natinal Finals at Road Atlanta, November 3-6, crashed in Sunday's final race, breaking his ankle. Roos underwent surgery on Monday, November 7, to implant two pins. Cards and letters can be sent to Roswell Honda, 11270 Elkins Road, Roswell, GA 30076.

**When Roos fell, he became the first rider to crash test the newly-placed, protective hay bales in Road Atlanta's turn 12. In previous years, WERA had relied on the permanent tire wall to protect fallen riders from the adjacent embankment, but this year they set up hay bales, and Roos was reportedly the first-ever rider to remain conscious after falling there.**

Human Race Team's Kurt Hall was the recipient of the Steven L. Sullivan Award at the WERA GNF at Road Atlanta, November 6. The award, in memory of Sullivan, a turnworker who was killed in a street accident on his way home from a race, is given to the person who receives the most votes from his fellow racers on the grounds of sportsmanlike conduct and contributions to the sport.

**The 31st Annual New England Sports Committee (NESC) Awards Program will be held at the Greenfield Armory in Greenfield, Massachusetts, on December 10, starting at noon. In addition to a long list of random drawing prizes, one lucky NESC-registered rider will win a trip for two to Florida for Daytona Cycle Week (air fare, motel accomodations and $200 to spend on whatever).**

The lastest rumor regarding Grand Prix road racing has three-time World Champion Freddie Spencer coming out of retirement to join Giacomo Agostini's Marlboro Yamaha team. The Shreveport, Louisiana, resident retired from motorcycle racing after the 1987 season due to a tendonitis problem in his wrist. His latest endeavor was a fourth place finish in a car race last month during the Del Mar, California, round of the Barber Saab Series.

**If Spencer does return to motorcycle racing it'll not only send shock waves through the road racing world, it'll cause American expatriate Dennis Noyes indigestion. Noyes, who covers GP road races for the Spanish weekly motorcycle newspaper Solo Moto, has gone on record as saying he'll eat his Chicago Cubs cap if Spencer races GP bikes next year. ("Si Freddie vuelve al Mundial . . . me como la gorra de los Cubs de Chicago!") No one in racing can remember ever seeing Noyes without the cap except when he was wearing a helmet. Ironically, Spencer last rode for the Rothmans Honda team and Erv Kanemoto was his crew chief, the same combination that will support defending World Champion Eddie Lawson who has left the Marlboro Yamaha team for the Honda ride.**

Speaking of Lawson, a van occupied by self-proclaimed "ex-Lawson fans" was spotted at the recent WERA Grand National Final at Road Atlanta, sporting a crossed-out poster of the three-time World Champion on a Yamaha and a slogan reading, "Lawson is the anti-Christ." Hmmm . . . wonder if they ride Yamahas . . .

**Eddie Lawson will be appearing at the Power Sports Expo at the Anaheim (California) Convention Center on Saturday, December 3. Lawson will be a guest of Shoei Helmets and will be signing autographs at the helmet manufacturer's display area from 10 a.m. to 12 noon and from 1 p.m. to 3 p.m.**

MARRIED: Debbie Winkler, *Cycle News* advertising coordinator, and former Nichols and Motorcycle Industry magazine sales rep Dave Weller, in Long Beach, California, November 5.

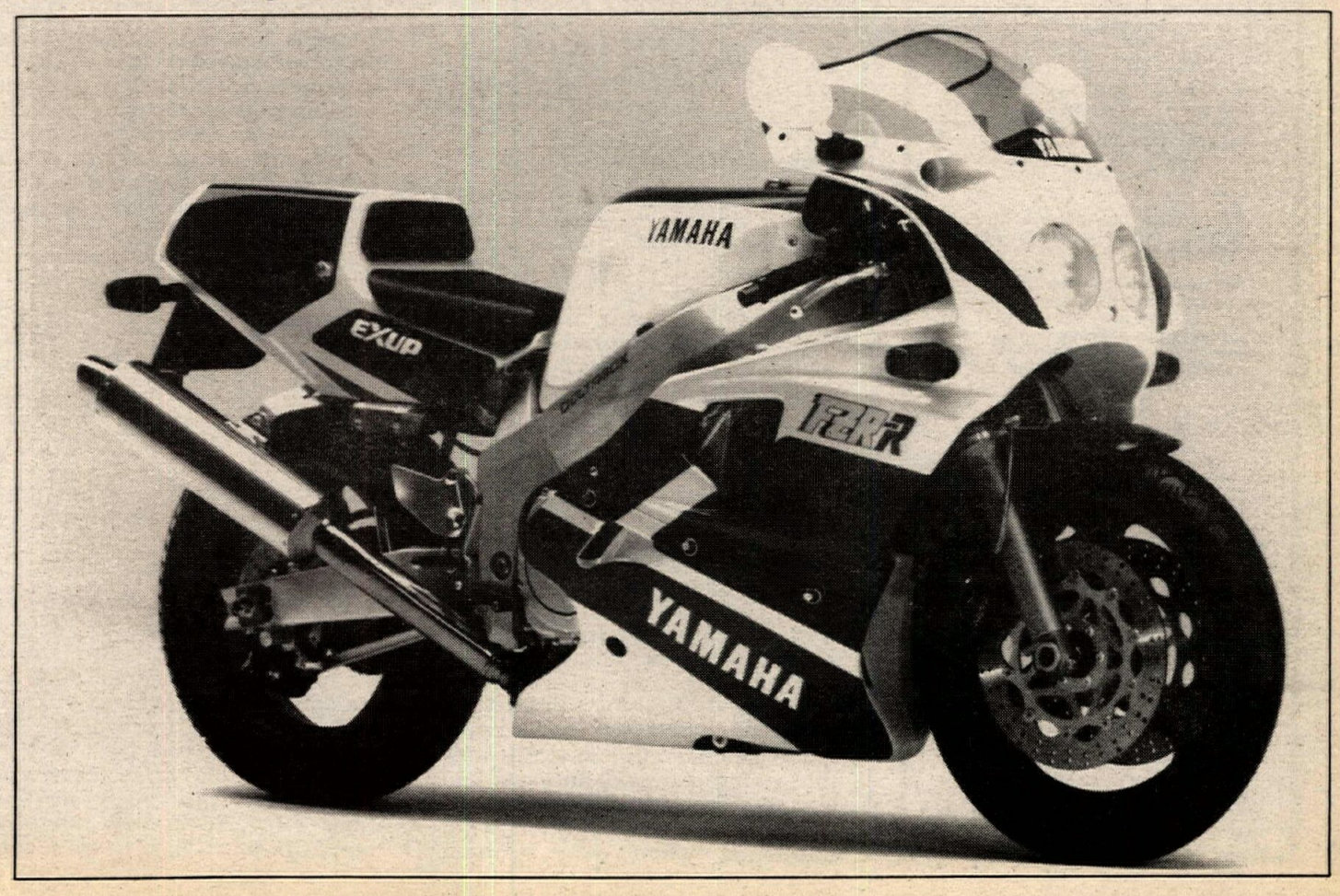
**Regarding last week's Wind item about Yamaha fielding a "works" FZR600 in the '89 Daytona 600 Supersport race: Supersport competition is for production bikes and that's what the bike Yamaha fields will be. The "works" was in reference to the fact that the manufacturer's American arm is fielding the bike.**

San Francisco's Motoring Press Association will honor two northern California motorcyclists at its annual awards banquet on January 21. Bubba Shobert will receive the Motorcycle Racer of the Year award for winning his fourth Camel Pro Series title and the Superbike title. Jim Filice will be presented a special Contribution to Motorsports plaque for his Cinderella win in the 250cc U.S. GP at Laguna Seca earlier this year.

**As we reported last week, former MX National Champion Mark Barnett will ride Suzukis for Dekalb, Illinois-based Tuf Racing**

*(Continued to page 2)*

**While the Yamaha FZR750R won't be available in the U.S., it will be sold in Canada and in other parts of the world. The 437-pound (388 dry) street legal replica of the '88 YZF750 factory machine features a 749cc, 72 x 46mm bore and stroke, 11.4:1 compression ratio, 40-degree slant block, liquid-cooled, four-stroke, five-valve-per-cylinder, DOHC engine with titanium-alloy connecting rods and two ring pistons (one compression ring and one oil control ring). The exhaust valve diameter is 24.5mm, intake valve diameter is 23mm. The powerplant is housed in an aluminum "diamond" Deltabox frame with aluminum Deltabox swingarm with YZF-type chain adjusters. The fully adjustable (spring preload, compression and rebound damping) 43mm front fork has a 24.5 degree fork angle with 100mm of trail. Rising-rate Monocross rear suspension features a fully adjustable Ohlins shock absorber. Dual 320mm, full floating, drilled front discs with Nissin four-piston opposed calipers with different size pistons (leading piston is 30.23mm, trailing piston 33.96mm) are found up front and at the rear a 210mm floating-mounted disc with two piston-opposed calipers. Seventeen-inch hollow spoke alloy wheels (MT 3.50 front, MT 5.50 rear) carry Michelin radial tires (120/70 front 170/60 rear). Other features include Exup exhaust control system with stainless steel four-into-one exhaust pipe, four Mikuni BDST38 flat slide carburetors, six-speed close-ratio transmission, large capacity radiator and liquid-cooled oil cooler, transistor-controlled digital ignition, and a instrument panel that includes an electronic tachometer, water temperature gauge and speedometer. Overall length is 82.7 inches, wheelbase 56.9 inches, seat height 30.9 inches and ground clearance 4.72 inches.**



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America's motorcycle newspaper

Volume XXV

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# voices

## Day to be remembered

They say you can't go back to the good old days but I came as close as ever at the White Bros. Veteran Championship MX. Spectacular track, no dust, great organization, superb announcing, no major injuries and great racing, plus fantastic prizes all combined to make one super event. Over 360 riders showed up and not a sniveler in the bunch! The feeling of excitement at the trophy presentation reminded me of days past when every race had a formal trophy presentation. (I think that promoters everywhere should take notice that great events are still possible in this day and age.)

The added touch of having 125cc MX World Champion Jean-Michel Bayle put on a demonstration ride was frosting on an already delicious cake.

Thank you, White Bros. and prize donators, for a day to be remembered.

SCOTT WALLENBURG
Advertising Director
Hi-Torque Publications, Inc.
Mission Hills, CA

## Old Timers' thanks

The Over The Hill Gang Nevada Chapter would like to express our gratitude and say thanks to a pair of "Jims." Our first thank you is for all the gifts and products donated by Jim O'Neal and Kevin Serios of O'Neal USA. Their donations made great prizes for our series final event. This was a long and tiring series which made the last race very special for the riders who participated in every race.

Secondly, we would like to thank our special guest, Jim Holley, for giving advice and encouragement to all the riders. Yamaha Motor Corp. should be very proud to have a representative of Jim's caliber.

Thanks again to everyone and see you at the ranch!

R. HANSEN
OTHG, Nevada Chapter
S. Lake Tahoe, NV

## Keep it affordable

In Mr. Hugaboom's criticisms (Voices, October 26 issue) of Harley-Davidson, the AMA and its restrictions imposed on four-valve per cylinder engines, he overlooked the very foundation that made Grand National Championship dirt track racing what it is today (with the restrictions) — thrilling, highly competitive and very exciting, and what it was before four-valve engines — thrilling, competitive, exciting and affordable! In the last four years ticket prices have skyrocketed to the point where the sport may suffer noticeably. A weekend of racing is no longer family entertainment.

Is it possible to have controlled technological progress without sacrificing competition, excitement and affordability, or are we to succumb to funding unrestricted research and development for costly space-age materials and technology, thus giving an overwhelming advantage to the best sponsored (factory) riders? Have we forgotten what happened when three-cylinder engines were allowed to compete? How much faster will the tires allow them to race safely on a dirt surface? Have we reached the point where we need to reduce the engine displacement to insure the safety and integrity of the sport? I trust the AMA will continue to make the neccessary restrictions to keep Grand National Championship racing interesting, entertaining and affordable.

In 20 years of following dirt track racing, I have never seen two competitors so equally talented and consistently motivated and prepared on different equipment as Scott Parker and Bubba Shobert. Although there is only one Number One plate, they are indeed both champions!

DOUG WILLET
Ottawa, IL

## Lawson #2?

It takes the efforts of a talented and determined rider like Eddie Lawson to win the number one plate in World Championship GP racing. Let's not forget the "help" he received from Yamaha, Mr. (Kel) Carruthers, Marlboro, and his crew. Therein lies the injustice.

GP racing is a business like any other form of employment. Mr. Lawson is free to sign with the highest bidder for his talents. Honda rightfully seeks to have the best men on its team.

Let's vote to give Eddie the number one title defending plate to hang in his living room, Yamaha the fine print in the record books, and paint the number two plate on Eddie's new bike, three on (Wayne) Gardner's, four on (Wayne) Rainey's, etc.

MARK FROST
Holmes, NY

## Great ride

We would like to express our most heartfelt thanks to Arai, Bell, Honda, Yamaha, Kawasaki, Suzuki and all the other sponsors that made the November 6 Ted Boody Memorial Dual Sport Ride possible.

Pat Owens deserves a pat on the back for all his hard work, as does Jim Pilion for setting up such a nice ride (our fun meters were pegged the entire time). We had a great ride. Ted Boody's name will always be on our minds.

We can't wait for LA-B-V. Dual Sport is the wave of the future. Tell a buddy!

JIM HEINEMANN
JEFF HEINEMAN
GRANT REED
ROY COE
ED PRINCE
Lawndale, CA

## The "real" Damon

We would like to take this opportunity to let everyone know how we feel, and we are sure other District 29 members feel, about our own Damon Bradshaw. We are very proud of Damon and wish him all the luck in all upcoming pro races.

Damon is one of us, never conceited, never too caught up with himself to help us with our problems. Damon has held several schools in District 29 in order to help younger riders get better and the proceeds were all donated to our District.

We have followed him and eaten his dust for several years. We are sure some of the pro riders will do the same thing. We just hope they get to know the "real" Damon as we know him. He's the grandaddy of us all in District 29. We are proud to be his friends.

Go get 'em, Damon. We are behind you.

RUSTY COLEMAN
PATRICK SLATE
Pinebluff, NC

*Damon Bradshaw recently signed with Yamaha and will contest the AMA National Championship MX Series in '89 . . . Editor.*

## Brace praise

Earlier this summer I suffered major knee damage in a motocross race and underwent arthroscopic surgery. As a result I was fitted for a CTI knee brace from Innovation Sports. The brace has been a pleasure to wear, the fit and feel are excellent, and it allowed me to continue racing.

About one month ago I broke the main frame of the brace during a race and was really worried about the cost of fixing it. I knew the six-month warranty had expired, but I sent the brace back to Innovation Sports for repair anyway.

In less than two weeks I received a brand new brace. They asked no questions and replaced it at no charge! The fit is perfect and I'm back racing. A company like Innovation Sports should be given credit for running a company this way.

Knee braces should be worn before injury and now with great companies like Innovation Sports, people should have no reason for not wearing them.

PAUL DUGAN
Sonora, CA

# Wind

*(Continued from page 1)*

**in '89. According to Tuf, "The Bomber" will contest the AMA National Championship 250cc MX Series and the Supercross Series. Turning the wrenches for Barnett will be Bill West, who has worked with the likes of Steve Wise, Alan King, Rick Burgett, Broc Glover, Rex Staten and Micky Dymond in the past. West returns to the Tuf Racing after a season on the ATV circuit. Larry Owens will manage the team which in addition to Barnett will field Dale Spangler (125cc National and Supercross events), Keith Bowen (250cc National and Supercross), John Kitsch (125cc National and East Coast Supercross events), and Mike Pascarella (125cc National and West Coast Supercross). Tuf is seeking outside sponsors for the team. Interested parties should contact team owner Dave Antolak at 815/756-3588.**

NAMED: Kenz & Leslie of Denver, Colorado; Surf & Turf of Tampa, Florida; Competition Products of Salt Lake City, Utah; and Annan & Thompson of Brisbane, Australia as new distributors of Kal-Gard Lubricants.

**California's Sequoia National Forest is preparing a Trail Plan which will consider all types of trail use and opportunities. Fou**

*(Continued to page 5*

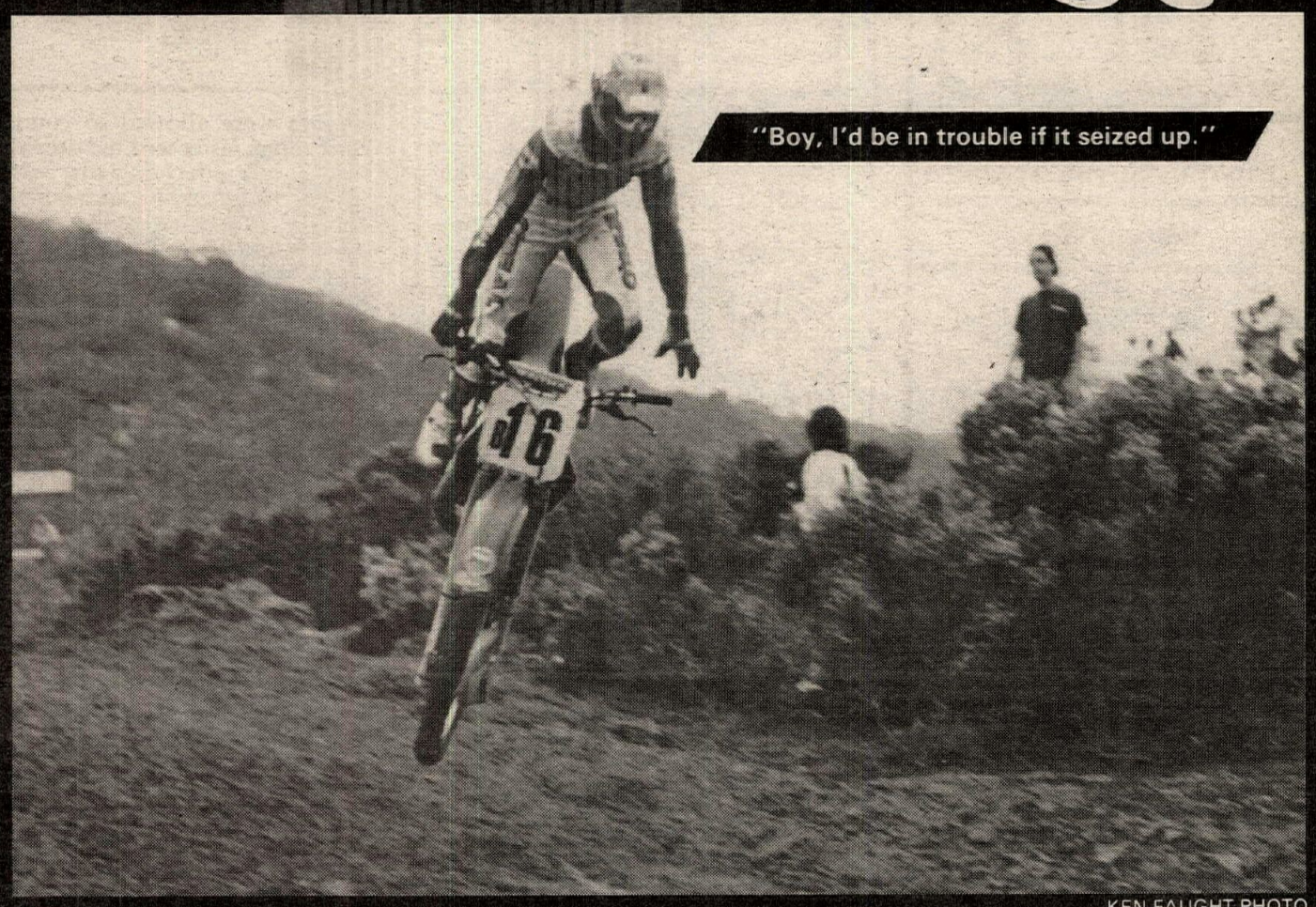
# CYCLE dreams

*That Biker Mutts were growing in ranks, and I dug deeper into their tail-wagging world.*

*Not all dogs snarl and bark and chase our motorcycles. Ninotchka, my Siberian husky, with eyes as melancholy as Garbo's and that mystic quiet of hers, started me thinking about it. Dreaming about being a rider's pooch, and what it must be like in this creation of their owners' tall two-wheeled machines. No, Ninny never goes along with me, but she wishes she could — wishes she was small enough to jump aboard whenever I reach with gloved hand to smooth her pointy arctic ears. She watches me go, my exhaust sounding to her like a pack of cousin wolves, watching and listening until I'm out of sight. Then dreaming herself about other dogs that do ride. The lucky ones who speed away on those little tank carpets, or on special buddy seats, riding with their owners into the far country. What must these four-legged compatriots think? What must they imagine perched high on swift motors? Some peering through tiny goggles; others turning their snouts, avoiding the wind to gaze back on the well-traveled road. Are they, these riding pups, at all philosophical about it? Do they muse and analyze just who in hell we motorcyclists are? Woof! Woof! (Yes! Yes!) Of course they do! For example, this one — this owner has a nasty habit of banking too far in the turns. Yip! Yip! (Hang on tight!) And that one, that rider with the fancy fringed leathers, and howling ego! And what about the cyclists who pass up all those chances to rest, whose fuel capacities allow hundreds of miles nonstop? Whimper! Whimper! (Gimme a break!) Certainly these bike hounds comtemplate their lives on the road. Years ago I met one named Ben, and later a cocker called Duchess — they'd already ridden farther than I. Their enrichment, obvious. And just yesterday a couple of new canine acquaintances passed my way. Scooter, so nonchalant about his long cold haul down from Canada. And another, who in her own terrier mix fashion eclipses all those pedigree-named, her own wry signature being her crown. S.O. Berino Bozetta Chunkita Colada! Motorcyclists to the core, sharing that splendid spirit we all seem to possess. Camaraderie! Arf! Arf! (Please pardon if I sound Dogmatic!)*

**William Edgar**

# Over the edge




"Boy, I'd be in trouble if it seized up."

KEN FAUGHT PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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**ON THE FRONT PAGE:** Picture this customized Harley-Davidson sitting under your Christmas tree! It was customized by Jeff Hamilton and built by Bartels' Harley-Davidson of Culver City, California, and is available from Neiman-Marcus for $25,000. The jackets are also available from Neiman-Marcus; $2000 for "his" and $1900 for "hers." Call 800/NEIMANS. That's culinary celebrity Wolfgang Puck on the left. Photo courtesy of Neiman-Marcus.


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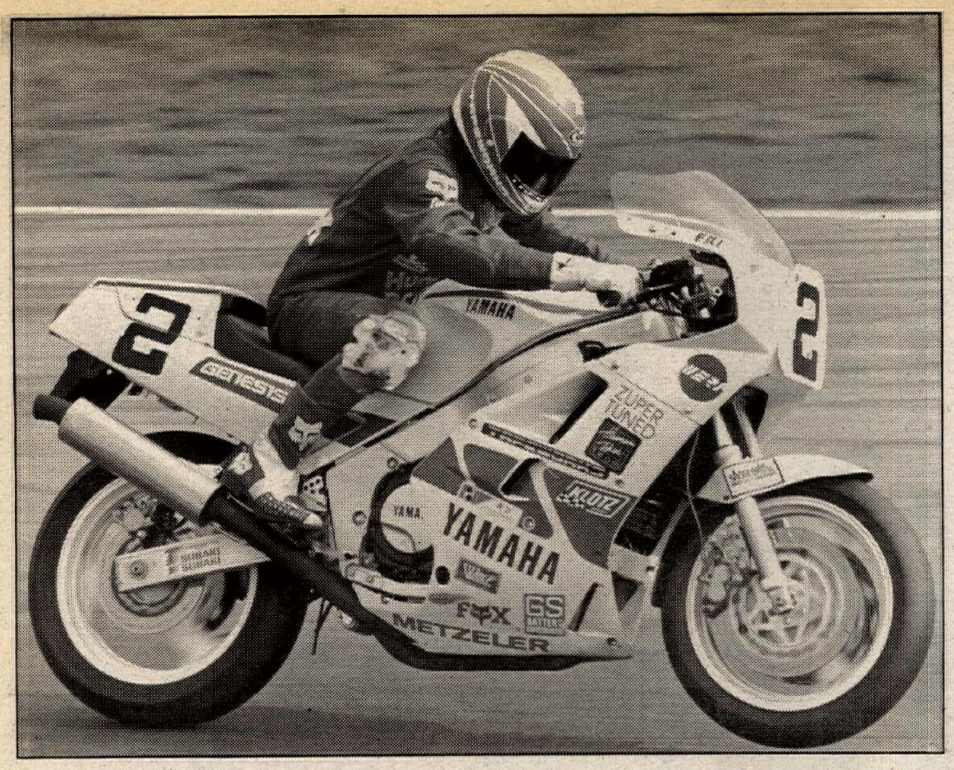



The Human Race Team's Kurt Hall and Andy Fenwick beat defending champions Team Suzuki to win the final race and the championship.

Team Suzuki's troubles started with a discharged battery which stranded Mike Harth out on the course . . .

. . . and continued when the bolts securing the rear sprocket sheared and the problem was misdiagnosed as a slipping clutch.

## WERA Tsubaki/GS Battery Endurance Road Race Series: Final Round

# Humans crowned!

**By Brian Catterson**
**Photos by Tom Grant and Catterson**

BRASELTON, GA, NOV. 4

The Human Race Team's Kurt Hall and Andy Fenwick rode their Dave Zupan-prepared, "Zupertuned" Yamaha FZR1000 to a convincing win in the 15th round of the Western/Eastern Roadracers' Association (WERA) Endurance Road Race Series, a six-hour race held mostly in pouring rain at Road Atlanta. In the process, they defeated 1987 series champions Team Suzuki Endurance and clinched the 1988 championship.

Coming into the final race, the Zoomin' Humans led the overall point standings by 23 points over Team Suzuki. Last year, the Humans missed their first overall championship by a mere 1.1 points, but did take the 1987 Heavyweight Production class title. This year, running in the Heavyweight Superbike division, they logged six wins, five second places and one third. The Humans were well-prepared, having practiced pit stops and tire changes and getting down into the 37-second range in spite of their lack of quick-change hardware. They were helped in the pits by sometime-riders Ben Martinez and Tim Morrissey.

Team Suzuki's shot at the title ended in the first hour when rider Mike Harth came to a stop out on the course and had to be driven back to the pits in the crash truck. Crew chief Butch LaCroix swapped batteries, but suspected that the trouble was a faulty starter relay. The team had left the starter motor in place, hoping to get out of the pits quickly, and it seemed that the plan had backfired on them.

Jamie James replaced Harth on the Team Suzuki machine, a GSXR750J with a GSXR1100 engine, and returned to the pits before too long, coasting. The team had forgotten to refuel while they were changing the battery, and when James reached down to switch to reserve, he discovered that he'd been running on reserve the whole time.

Team Suzuki Captain John Ulrich appraised his team's situation after the early stops: "Now we have to count on the Humans screwing up . . . which they usually don't."

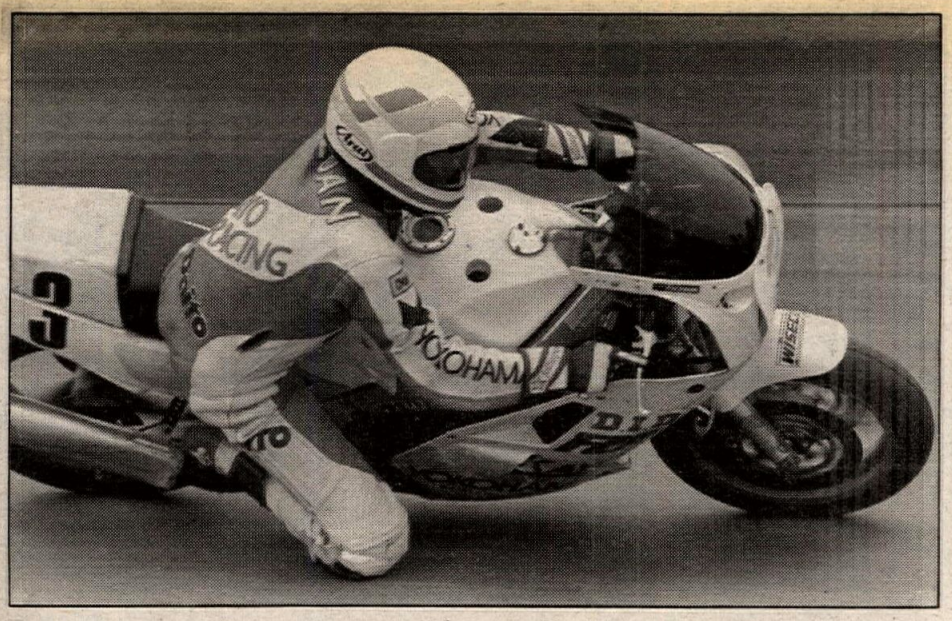
The Humans tried hard to contain their enthusiasm after hearing of Suzuki's troubles, with chants of "Remember what happened at Willow Springs" echoing through their pits. (The Humans led most of the WERA 24-Hour West, only to be sidelined with mechanical problems late in the race.) This weekend they completed 199 laps of Road Atlanta without the use of second gear.

Despite fighting back valiantly, closing from eight laps behind to just six, Team Suzuki was halted by another pit stop late in the race to repair suspected clutch problems. The bike was pushed behind the pit wall and the clutch dismantled no less than three times before they discovered the real culprit — the rear sprocket bolts had sheared from the hub. Realizing their chances were gone, they sent out backup rider Jeff Atwell in the closing stages of the race. The defending champs needed to win this race to reclaim the title, but came up short and will carry the number two plate next season.

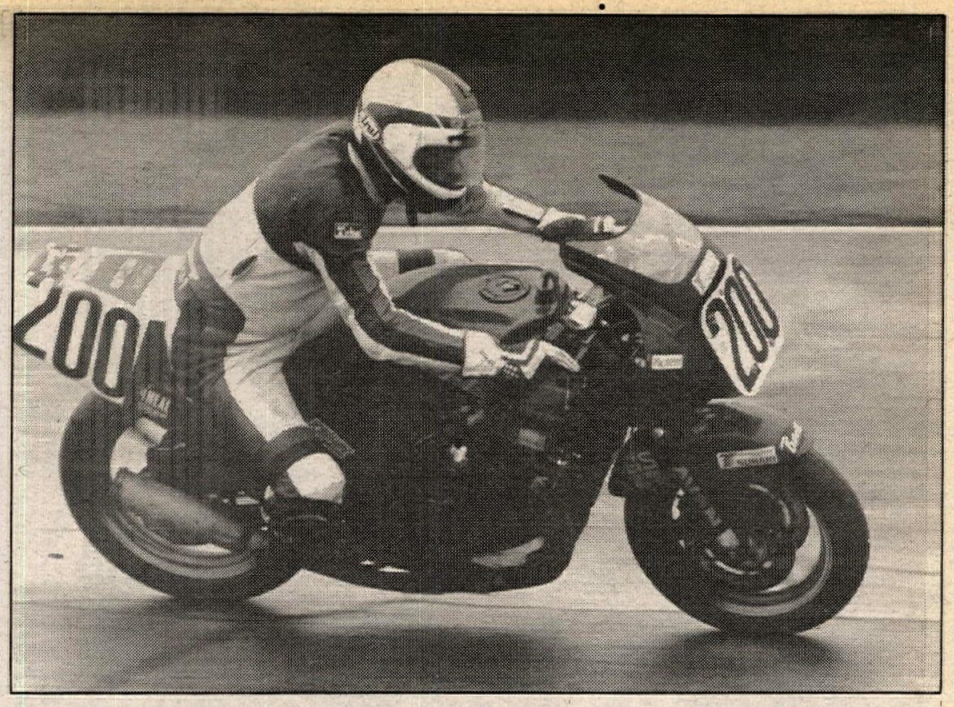
Kayo Racing's Donnie Rowe, Tommy Sloan and Jeff Dean rode a consistent race to finish second on their Yamaha FZR1000, running for the lead with the Humans and Suzuki early on and then holding second for the entire race distance after Suzuki struck trouble. "Another one of those bridesmaid races," said Kayo Team Captain Ken Welty, summing up the team's winless season. Kayo is sponsored by Kayo Corp., D.I.D, Yokohama, GS Battery, Arai, Spectro, Solar Tool and Die, White Bros. and Racing Radios.

"I hate to lose on paper," said Kayo crew chief Bee Johnson in reference to their fourth-place overall in the points chase. "But here it is, Solmax has been out for three races and we still can't catch them."

Solmax Racing USA finished third overall in the title chase and first in the Heavyweight Production class though they hadn't competed in over a month. "When Scott (Russell) got hurt (at Sears Point, October 1), we didn't have good enough riders to take a shot at second place, and we were pretty far ahead



Kayo Racing's Tommy Sloan, Donnie Rowe and Jeff Dean finished second overall. Yamaha FZR1000s took the top two positions.



Team Sledge took advantage of the miserable weather to put their Lightweight class Kawasaki EX500 twin into third place overall.

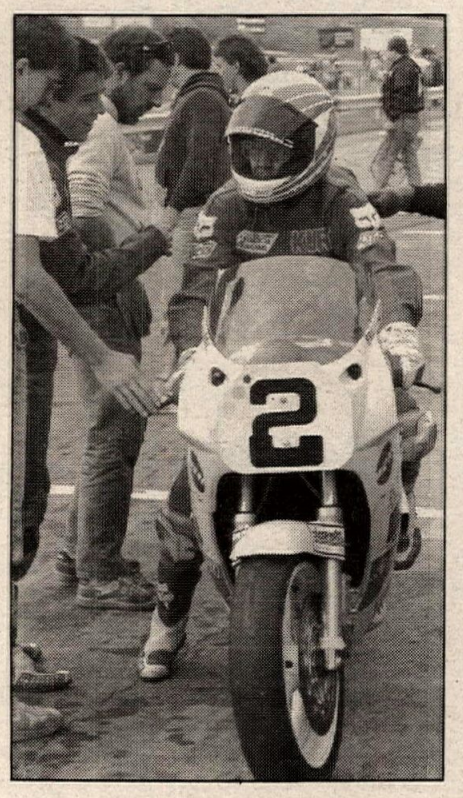
of third, so we just called it quits," said Solmax tuner Vic Fasola. The team, led by Cindy Bowen, had also depleted much of their finances.

The turning point of the race occured early in the second hour when rain started falling, continuing on and off until the finish. Many of the teams in the Superbike classes were forced to stop and change from slicks to rain tires, but all of the Production class entries stayed out on their DOT-approved street tires. For a series with a number of different tire manufacturers in contention, it was a chance to demonstrate what their rain tires could do. The Humans were running Metzeler rain tires and getting twice as much mileage out of the front as the rear. Kayo used Yokohamas, a hand-cut slick on the front and a rear rain tire. Most of the others used Dunlops or Michelins.

The team that benefited the most from the miserable weather was Team Sledge. Riding a salvage yard special Kawasaki EX500 with a Yamaha FZ600 front end and Avon street tires, riders Scott Teaney, David Bryant and Lawrence McNutt stayed up on two wheels and out of the pits to finish third overall. This finish put them into second in their class in the point standings and eighth place overall, even though they'd only competed in nine of the 15 series races. Though their outing was mostly uneventful, Teaney had an exciting moment when he smacked his knee on a curb and ran off the track, riding the entire length of the backstraight in the mud. Team Sledge is sponsored by Tsubaki, Sudco, O'Neal, Avon, F&L Racing Fuel, Barnett and Cycle Slick. They also thanked Team Hammer, who gave them a dump can and much advice throughout the season.

Jim Williams Racing won the Mediumweight Superbike class and finished fourth overall. David Deveau teamed with Don Canet and Peter Wensloff on a Suzuki Katana to ride a trouble-free race, their main problem being Deveau's fogged glasses. Regular team rider Mark McDaniels was sitting out the race with a broken collarbone, suffered in a Supersport crash while racing for the lead at the Sears Point National, October 2. Jim Williams, sponsored by Yoshimura, Mark Matzinger, Dunlop, Motul, Delta Finishing, ND, SLO City Cycle and Slater Bros., narrowly defeated class champions PDQ Racing, who finished fifth overall, one lap back.

Badger Racing took sixth overall and third in the Heavyweight Superbike class, despite losing six minutes in the pits and dropping to 24th place when they changed from



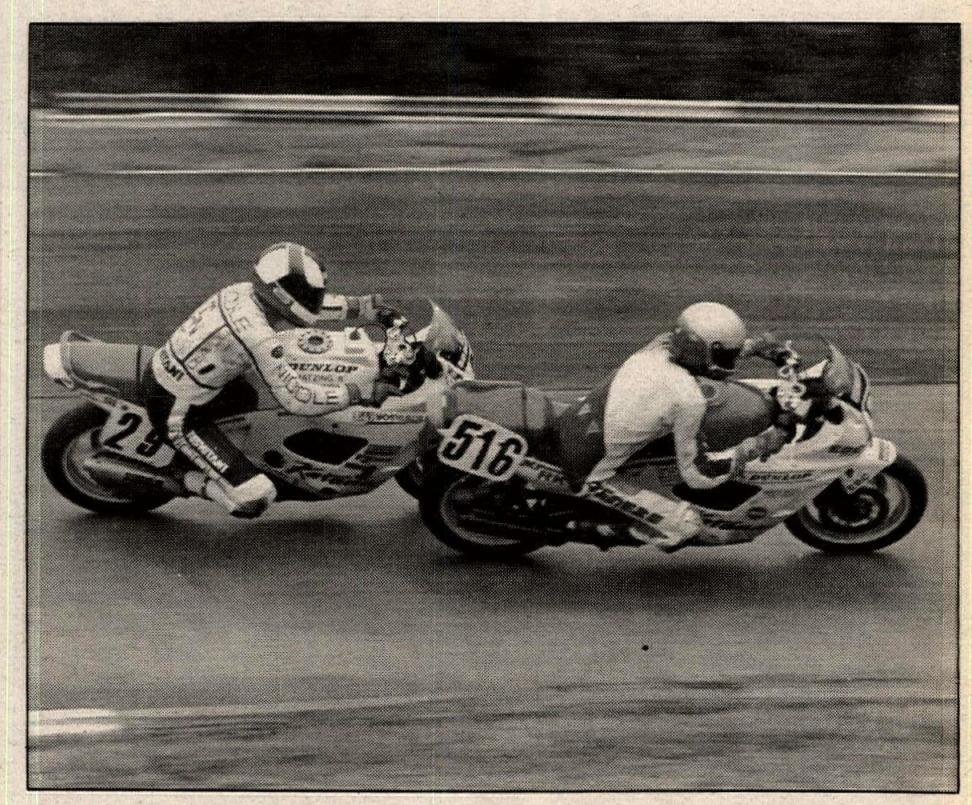
Hall gets advice from Fenwick, Tim Morrissey and Dave Zupan.

Michelin radial slicks to rains, which surprisingly lasted the next four hours. Rider Fritz Kling came into the pits once when he thought the chain was jumping but the problem turned out to be a broken masterlink; they borrowed one from Team Sledge and returned to the fray. Geno Burcham shared the riding duties on the GSXR750.

5150 Racing's Jay Denham and Craig Renck finished seventh overall and first in the Heavyweight Production class on a Suzuki GSXR1100 with Metzeler Comp K tires. Early in the race they lost a couple of laps when debris broke a spark plug lead and they were forced to pit to repair it. They're sponsored by MotoSport, Big Boost, Sportsman Suzuki and Team Gamma.

Royale Racing's Terry Bailey and Doug Henry once again won the Middleweight Production class, finishing 11th overall on a Dunlop K591-shod Suzuki Katana tuned by Bailey. Royale clinched their class title largely by virtue of consistency, completing the season without a single DNF. They're sponsored by Shoei, Nicholson's Suzuki, Works Performance, EBC, Dunlop and Phil Flack Racing.

Lightweight class champs CIA Racing finished 12th overall and second in class while arch-rivals Red Stripe Racing finished 41st. The two teams have been waging a war of protests, lately (Red Stripe had protested CIA for having an ineligible rider at Summit Point), and this weekend was no different. Today, CIA pointed out Red Stripe's lack of safety wire on their front axle to a pit marshall.



Jim Williams Racing (29) took fourth overall and first in Mediumweight Superbike. B Cal Racing (516) took second in Mediumweight Production.

A couple of Californian teams fared well in the early going before running into trouble. Fastline Racing's Jeff Stern and Jeff Rheaume (a.k.a. RS Racing for AMA/CCS events) were joined by Curtis Adams and ran as high as third overall on their GSXR750 with Dunlop K591 tires, but Adams found a false neutral and crashed, breaking the right footpeg and brake pedal. They rebuilt the transmission, rejoining the race, but were running around in 38th place with three gears so decided to park it.

Lizardo Hazen led the Mediumweight Production class and ran as high as fourth overall, but Hazen lost the front end under the bridge and crashed, damaging the handlebars and steering damper. They finished 18th overall, fourth in class.

Series regulars Hard Core Racing had problems on the first lap when a valve cover seal blew, coating the bike with oil and spewing smoke, and forcing a DNF.

The victory circle party saw the Humans change their number plates while Fenwick was given a beer bath. The new National Champions are sponsored by Fox Racing USA, Klotz Special Formula Products, Megacycle Camshafts, Metzeler Tires, Tapeworks, Lakeshore Harley/Yamaha and Tsubaki Chain. •

## Results

O/A: 1. Human Race Team (Yam); 2. Kayo Racing (Yam); 3. Team Sledge (Kaw); 4. Jim Williams Racing (Suz); 5. PDQ Racing (Suz); 6. Badger Racing (Suz); 7. 5150 Racing (Suz); 8. Central Jersey Racing (Suz); 9. Ammag Racing (Suz); 10. Team Gateway (Suz).

H/W S/BK: 1. Human Race Team (Yam); 2. Kayo Racing (Yam); 3. Badger Racing (Suz); 4. Ammag Racing (Suz); 5. Team Suzuki Endurance (Suz); 6. Team Balistic (Suz); 7. Thunder Bay Racing (Yam); 8. Top Gun Racing (Yam); 9. Darotune Racing Ottawa (Suz); 10. Team Fastline Racing (Suz).

H/W PROD: 1. 5150 Racing (Suz); 2. Central Jersey Racing (Suz); 3. Team Gateway (Suz); 4. TBA (Suz); 5. Team Ratt (Yam); 6. RRM Racing (Yam); 7. Team Chaos (Yam); 8. Acme Racing (Suz); 9. CBS (Suz); 10. Team RPM (Suz).

M/W S/BK: 1. Jim Williams Racing (Suz); 2. PDQ Racing (Suz); 3. SAS Racing (Hon); 4. B&B Racing (Suz); 5. Boulder Motorsports (Hon); 6. Action Honda Racing (Hon); 7. BMH Racing (Hon).

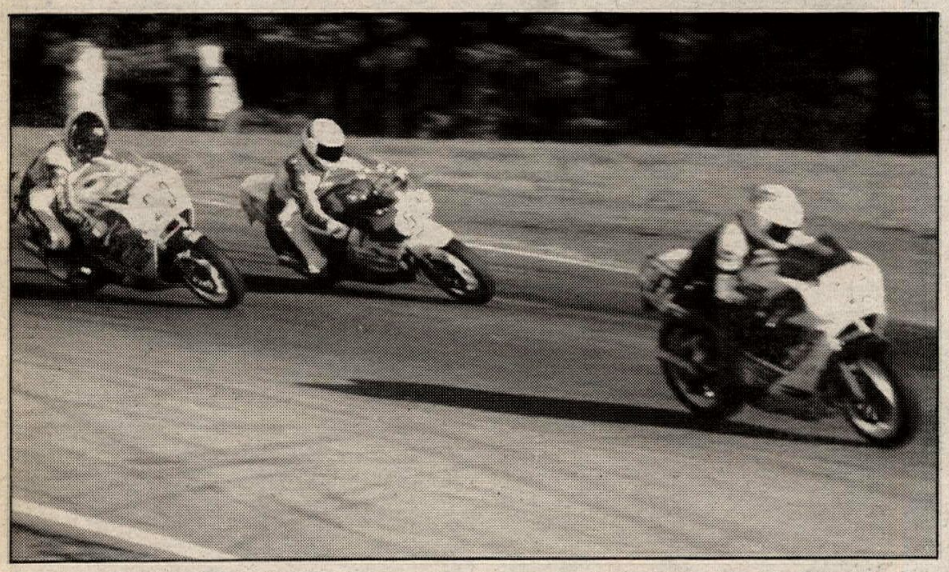
M/W PROD: 1. Royale Racing (Suz); 2. B Cal Racing (Suz); 3. Cycle Exchange Racing (Hon); 4. Lizardo Hazen (Hon); 5. Team Action Suzuki Racing (Suz); 6. Re-Cycle Racing (Hon); 7. Wanna Be Racing (Suz); 8. Team Newnam (Suz); 9. The Untouchables (Suz); 10. No Cents Racing (Hon).

L/W: 1. Team Sledge (Kaw); 2. CIA Racing (Yam); 3. Team Breeze (Hon); 4. Cycle Speed Racing (Yam); 5. Raw Racing (Yam); 6. Team Reliable (Yam); 7. Connecticut Cycle Works (Yam); 8. Team RZ (Yam); 9. Red Stripe Racing (Yam); 10. SOB Racing (Hon).

FINAL POINT STANDINGS

O/A: 1. Human Race Team (1020.86); 2. Team Suzuki Endurance (983.82); 3. Solmax Racing USA (898.19); 4. Kayo Racing (892.11); 5. Royale Racing (793.13); 6. PDQ Racing (720.09); 7. CIA Racing (706.77); 8. Team Sledge (688.61); 9. Hard Core Racing (684.47); 10. Red Stripe Racing (634.25); 11. TBA (633.84); 12. 5150 Racing (630.34); 13. Action Suzuki Racing (613.24); 14. Team Terror (606.20); 15. Badger Racing (561.05); 16. Jim Williams Racing (560.85); 17. Re-Cycle Racing (515.37).

Riding with an injured knee, pinned as a result of a crash at Sears Point, Georgian Scott Russell won the Suzuki GSXR750 Cup Final, finished fourth on a GSXR1100 and fifth on a Katana for a total payday of $7750.



Texan Doug Polen (23) came from the 23rd row in the second wave to finish eighth in the GSXR750 Final, and won the 1100cc race. Here he passes Zoomin' Humans Ray Yoder (52) and Andy Fenwick (747).

David Sadowski (4) leads Paul Bray (11) Jamie James (58) and Britt Turkington (280) on his way to the Suzuki 600cc Katana Cup win.

## Suzuki National Cup Series Final

# Three races, three winners!

**By Brian Catterson**
**Photos by Tom Grant and Mike Church**

BRASELTON, GA, NOV. 5-6

Scott Russell, David Sadowski and Doug Polen each took home a win and a chunk of the $55,000 Suzuki contingincies at the 3rd Annual Suzuki National Cup Series Final, held in conjunction with the WERA Grand National Finals at Road Atlanta Raceway.

In addition to the Suzuki money, associate sponsors Dunlop, EBC, Kal-Gard and Kushitani also posted contingencies, bringing the total available purse closer to $70,000. With that much loot up for grabs, many of America's top road racers, plus a couple of Canadians and a Mexican, made sure they qualified to compete. This year, Suzuki added a third class to the program, one for their 600cc Katana models (previous years featured two classes for GSXR750s and 1100s). Five riders in each of the three displacement categories from each of nine regions, plus the top five National 600cc and 750cc Supersport riders on Suzukis, qualified with heat race grid positions determined by points.

The biggest surprise was that Polen didn't make a clean sweep. The 28-year-old, Denton, Texas, resident was the odds-on favorite since he'd won both Suzuki Cup titles the last two years, and this year had clinched both AMA/CCS Supersport Championships on similar Suzuki equipment. But Polen had an on-and-off weekend, winning the 1100cc race on a bike provided by Suzuki of Corpus Christi, then suffering mechanical problems in the Katana race and finishing eighth in the 750cc final after starting at the rear of the grid.

Perhaps it shouldn't be too surprising, since of all the tracks that Polen has won at, Road Atlanta has proved the most elusive. Polen has yet to win a 600cc Supersport race at the Georgia facility, suffering his only loss at the hands of Thomas Stevens here in 1987, and losing to both Mike Smith and Paul Bray in '88. Polen has tasted victory here, however, sweeping the Suzuki Cup races in '86 and winning the 750cc Supersport race this past August.

Polen had trouble even before the racing began with a Saturday morning practice crash on his Katana. Asked what happened after he had hitched a ride to the pits on the back of Russell's bike, Polen said that he "made an error in judgement," crashing in turn five when he lost the rear end and high-sided. The bike suffered only a broken brake lever, but Polen took blows to both feet.

Saturday afternoon's first four-lap heat race for Katanas started with Craig Trinder grabbing the holeshot, but he ran wide onto the gator teeth at the exit of turn 11 allowing Bray to squeeze past. David Deveau held third with Bill Loomis fourth. Trinder diced with Bray while Deveau raced with Loomis, each pair of riders swapping positions but the results remaining the same. Trinder snatched the lead on the final circuit, but repeated his first-lap miscue and Bray snuck by. Cal Rayborn III worked his way up to fifth at the finish.

Smith, who turned in such an excellent performance the previous weekend at Daytona's Race of Champions, rode an ailing Katana, slow even before it broke the shift linkage, and limped home in 16th place.

The second Katana heat race, held under increasingly threatening skies, saw Polen take the lead at the start with Sadowski moving past before the end of lap one. Human Race Team's Kurt Hall held third with Team Suzuki Endurance teammates Jamie James and Mike Harth fighting over fourth and fifth. Britt Turkington and Scott Russell gave chase.

Polen spent the first few laps relearning how to ride with his injured feet, and resumed the lead on the front straight on lap three, never to be headed. Turkington showed the form that would pay off later, disposing of Harth and Hall and snatching third place from James, who'd also gotten around Hall. The finish saw Polen win followed by Sadowski, Turkington, James, Hall, Russell and Harth.

The second heat was faster than the first, so Polen would sit on the pole in the final. Bray, 23, from Union City, Georgia, said that his heat was slower because he only went as fast as he had to: "No reason to push it." Polen, on the other hand, said that with the lack of horsepower compared to his Superbike, the pole was all-important.

Just as the second heat race ended, the sky opened up, flooding the track and turning the surrounding red Georgia clay to mud. With violent wind and lightning sighted in the area, and electrical power to the tower knocked out, racing was put on hold for over an hour. Just as suddenly as the storm started, it stopped, with sunshine coming out for the remainder of the day.

Racing resumed on the wet track with the first 750cc heat race. Hall took the early lead from his second-row grid position and was followed across the stripe by Scott Zampach, Polen's teammate Scott Gray, Sadowski and Turkington.

The term "water under the bridge" took on a literal meaning on the first lap when Coloradoan Ricky Orlando and New Hampshireman Jeff Heino crashed after hitting a puddle under the Nissan pedestrian bridge spanning the track at the crest of turn 11. Whether it was standing water or condensation dripping off of the bridge itself is unclear, but it would play a major role in the heat race outcomes.

Gray, riding on Michelin Hi-Sport radials, had started near the back and was working his way through the pack like the proverbial hot knife through butter. By the end of lap two, he led, taking the checkered flag first with a four-second margin. Sadowski took second, with Zampach third, Hall fourth and Turkington fifth.

The second 750cc heat saw Rayborn lead into turn one with Polen passing for the lead going up to turn two. Polen led the first lap until he, too, crashed under the bridge.

With Polen gone, Russell assumed the lead. The Georgian was riding with an injured right knee, pinned

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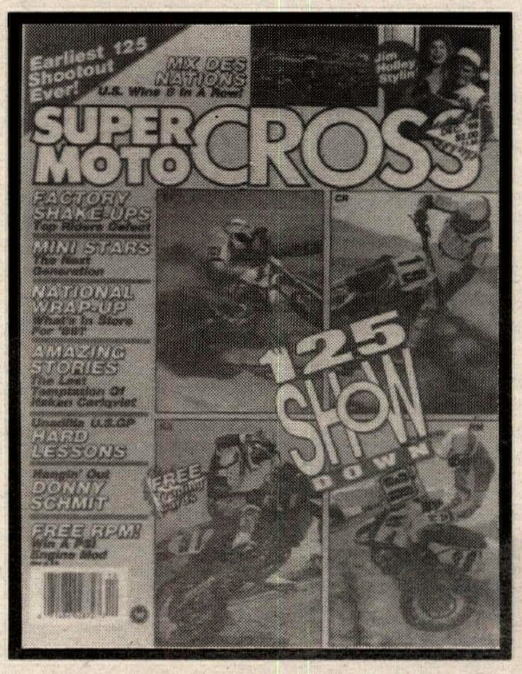


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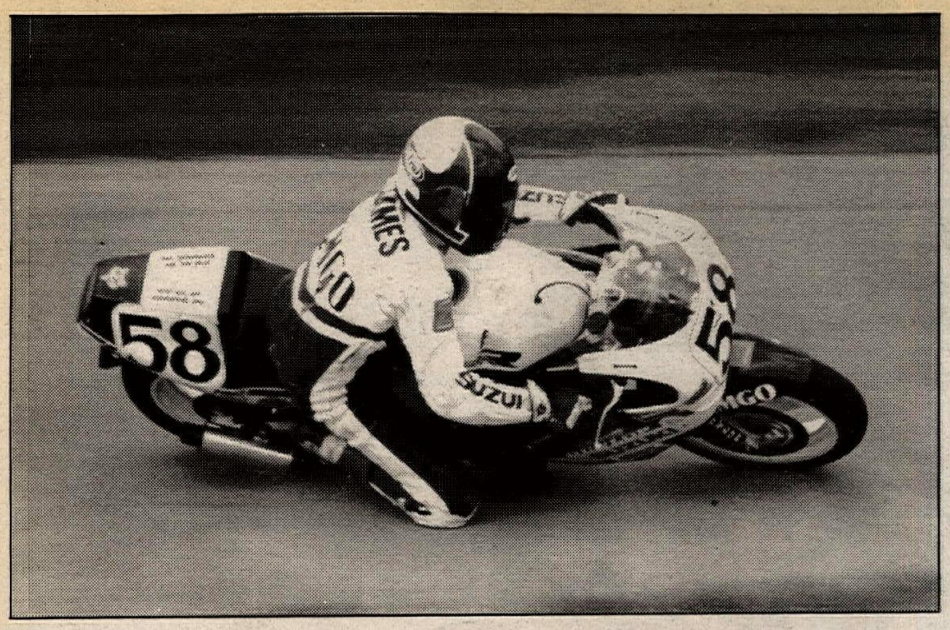
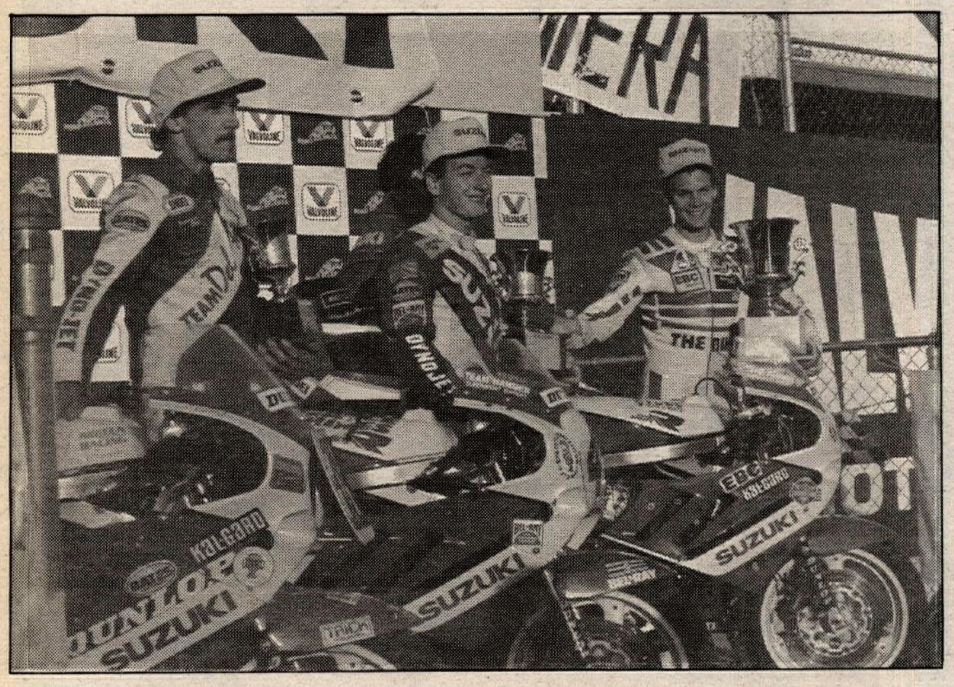


Team Hammer Supersport Support rider Jamie James took a second, a third and a fourth, just missing out on his goal of three rostrum placings.



(Left to right) Cal Rayborn III, David Sadowski and Scott Russell smile in the GSXR750 winner's circle. Sadowski won the most cash, $9000.

as a result of an endurance race crash at Sears Point on October 1, on the clockwise, mostly right-hand turn track, and was unable to hold off a determined Harth. Russell settled for second with Mark Bougas third, Rayborn fourth and Cam Roos fifth - three out of the top five Georgians.

Amazingly, Harth had borrowed a street bike motor (with 3000 miles on it) after his blew up on the long straightaway during Saturday morning practice.

Despite the production racing status and mandatory use of DOT-approved street tires, rubber compounds played a key role. Interestingly, Polen chose bias-ply Dunlop K591s while Russell went with K700 and K701 radials, and Harth used Michelin Hi-Sport radials. There was some speculation that Polen had started on unscrubbed rubber, which would easily explain his crash, but Dunlop tire technician Jim Allen quickly dismissed this, saying that the tires did indeed have a few laps on them. Rayborn lamented that he didn't have any wet-compound tires and had to use regular dry tires. "If it's dry in the final, we'll be okay," he said.

Once again Smith struck trouble when the throttle of his bike stuck open under the bridge. He pulled in the clutch and pegged the tach, in the process bending some valves. Combined with his poor Katana finish, he'd be a spectator on Sunday.

The second heat was some 10 seconds faster than the first, largely because of a drying track, so Harth would sit on the pole. Polen, by contrast, would be coming from the rear of the grid . . . in the second wave!

The one-and-only GSXR1100 heat race saw Sadowski lead until the last lap when Harth snuck by for the win. "He showed me a wheel going down the back straight so I moved over to the right to block him," said Ski, "But he 'banzaied' right by on the inside."

Sadowski took second with James coming from behind to finish third. Polen was second but faded to fourth at the flag, with Joe Pittman of Oak Harbor, Washington, (who qualified for all three classes from the Northwest division after clinching the number one plate in both OMRRA and WMRRA) leading Russell for fifth.

"That's my class," said local resident Harth who, surprisingly, doesn't claim Road Atlanta as his home track. (He's been living in the area for three years.) He was feeling good about the 1100cc Final, though with his slow 750cc motor he was praying for additional rain.

It was not to be, however, as Sunday dawned cold but sunny. The first 12-lap Suzuki Cup event was the 1100cc Final. Harth immediately jumped out to the lead, with Polen second from his second-row start and Sadowski holding third.

Bray was fourth on the first go-round, but Sadowski slammed the door on him in turn one and Bray had to slam on the brakes. As a result he ran wide, dropping to 16th.

Polen passed Harth for the lead on lap three, which he opened up to over four seconds at the flag, while Russell got by Sadowski for third.

James had started on the outside of the first row, but initially ran fifth. He worked hard to pass Sadowski, Russell and Harth for second place at the checkers, with all save Sadowski crossing the line within inches. Harth got held up by traffic to finish third with Russell fourth and Sadowki fifth. Pittman, Zampach, Turkington, Scott Cavness and Bray rounded out the top 10.

Polen picked up a cool $5000 paycheck for his win, with James making $3000, Harth $2000, Russell $1500 and Ski $1000.

Guillermo Villarreal, a.k.a. "El Ronco", failed to make the long trip from Mexico City worthwhile, as he finished out of the money in 13th place (the 1100cc race pays back to 10th; 600cc and 750cc to 20th).

Next was the Katana final. Polen got an excellent start from the pole, moving over on neighbors Bray and Sadowski as they approached turn one. Sadowski was second at the start with Bray third. Turkington came around the first time in fourth place, but would move up to second by the finish.

Deveau ended his race on lap one with a first-lap crash, the result of running over George Fox's bike when the latter high-sided in front of him in turn five. Fox suffered an injured ankle and shoulder in the incident.

Polen's race came to an end in turn seven on lap three. He explained that the banjo bolt at the front brake master cylinder had come loose, causing the brakes to lose pressure gradually until he was left with virtually no brakes. "I went through turn six *real* fast!," he said, adding that it would be too dangerous to continue. "It wasn't worth *that* much; I've got bigger and better things to do!" He parked it in turn seven.

With Polen out, Sadowski cruised to the win and the $5000 paycheck. Turkington, James and Bray had a dogfight for second with Turk eventually pulling it off. James was third with Bray fourth and Russell fifth. Hall, Craig Trinder, Loomis, Rayborn and Harth completed the top 10.

Sadowski, who recently moved from New England to Georgia, is sponsored by Vance & Hines, Dunlop, Harry's Machine Shop, Bel-Ray, Fram-Autolite, EBC, Fox, Shoei, Bates and Street & Competition Cycle.

There was some drama at Sunday evening's mandatory technical inspection when Kevin Cameron discovered that Turkington's charging system didn't work. However, it turned out to be a faulty alternator rather than an illegal modification and Turkington's placing stood. In fact, there were no disqualifications in any class.

The GSXR750 Final took a few attempts to get started, as first stray dogs delayed the start after the warm-up lap, forcing a lengthy pause and an additional warm-up lap, and then Roos crashed on the third lap of the race causing a red flag.

Teammate Gray had started from the middle of the front row, but had fallen on lap two. Gray has earned a reputation as a crasher this season, and for many of the pit pessimists it was not so much a matter of "if" Gray would fall as "where" and "when." Appeasing the doomsayers, the "Iceman" took a soil sample in turn one while holding down fourth place. "This time it wasn't my fault," said Gray, hinting at a mechanical problem but declining to explain it in detail.

A number of riders chose to change rear tires during the delay, notably Russell, James and Hall. Hall had other problems as well; before the first start, his number two carburetor started leaking out the overflow, and he was forced to push it off to the side of the track to make hasty repairs. He'd retire on the fourth lap.

The field re-gridded from their original positions for a complete restart with all 12 laps to be run as if the first few had never happened.

The complete restart was fortunate for one Tommy Lynch; the 16-year-old new Yoshimura recruit had jumped the first start and would have been docked a lap; instead, he would finish 14th.

All eyes focused on Polen as the 750cc Final gridded for the restart. Polen sat on the row matching his racing number - 23 - and he would have to put on the ride of his life to catch the leaders. On the first start, he'd crossed the line just inside the top 20; where would he be this time?

At the restart, Harth cut a mean trail, leading Russell, Sadowski, Zampach, Hall and Bray at the end of lap one. Polen was up to 24th, and would lie 19th the next time around. His progress after that was not quite as rapid, and he eventually closed to just eighth place, some distance back from the leaders. "I was just cruising," he said. "I knew I couldn't catch them." He still took home a total of $5800 in Suzuki contingincies for his efforts.

Russell stole the show on lap three, while Harth gradually fell back to seventh, victim of his underpowered borrowed motor. Rayborn was coming back from a bad start and would eventually finish third. After a season spent mostly in California, Rayborn was anxious to show the rest of the country what they'd been missing. "They were out for the money and the blood," said Rayborn. The top three were all on Dunlop K591s in the final.

James worked up from his eight-row gridding to finish fourth, outbraking both Bray and Zampach under the bridge and just missing his goal of three rostrum placings. "Hall's bike was blowing oil; it covered my faceshield," said the New Orleans, Louisiana, resident. "That was my best ride of the year. It was kinda scarey, but I liked it!" James, who won a total of $6500 from Suzuki, is sponsored by Dunlop, Arai, Tsubaki, Fox, Dynojet, Bel-Ray, EMGO, Cycle Concepts Racing and Team Hammer.

Zampach took fifth with Bray sixth, Harth seventh, Polen eighth, Turkington ninth and Pittman tenth.

"It's hurting a little bit," said Russell in reference to his injured knee. "I was praying for the white flag."

"Not bad for a cripple," said Russell's tuner Vic "The Difference" Fasola. Russell, who pocketed a total of $7750, is sponsored by Cindy Bowen, Dunlop, EBC, RK, D&D, Fox, Kal-Gard, AGV, Vanson and Team Hammer.

Sadowski, who won $9000, the most of any competitor, voiced his opinion in the winner's circle: "This proved to me that the Suzuki Cup is the most competitive class." ●

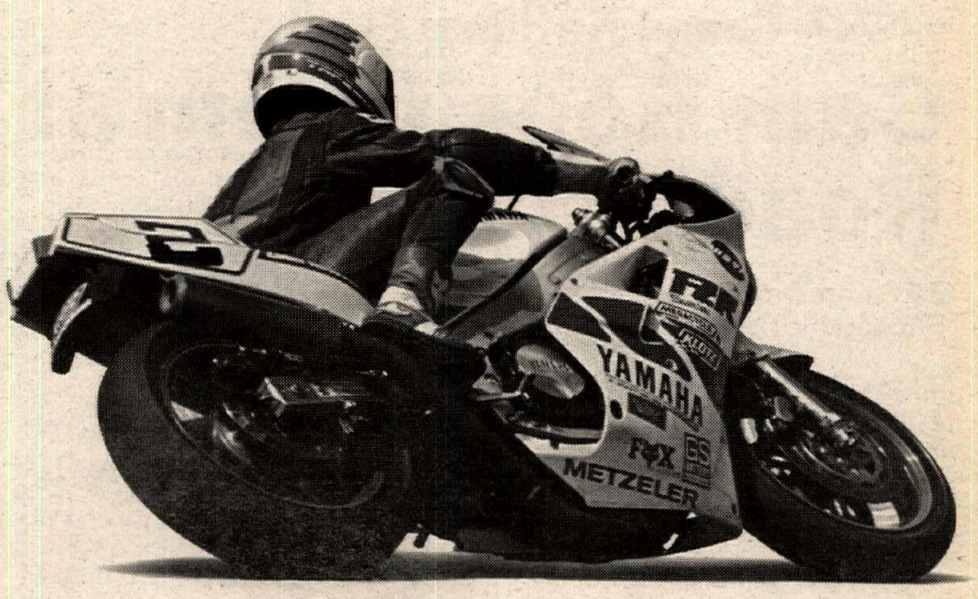
## Results

600: 1. David Sadowski; 2. Britt Turkington; 3. Jamie James; 4. Paul Bray; 5. Scott Russell; 6. Kurt Hall; 7. Craig Trinder; 8. Bill Loomis; 9. Calvin Rayborn III; 10. Mike Harth; 11. Dan Turner; 12. Rick Kirk; 13. David Clyde; 14. Jed Kimla; 15. John Eidenberger; 16. Oliver Billingsley; 17. Greg Tysor; 18. Peter Wensloff; 19. Kirk Hill; 20. Alan Smith.

750: 1. Scott Russell; 2. David Sadowski; 3. Calvin Rayborn III; 4. Jamie James; 5. Scott Zampach; 6. Paul Bray; 7. Mike Harth; 8. Doug Polen; 9. Britt Turkington; 10. Joe Pittman; 11. John Eidenberger; 12. Craig Trinder; 13. Jeff Heino; 14. Tom Lynch; 15. Craig Gleason; 16. Shawn Nicoloff; 17. Chris Martone; 18. Andy Fenwick; 19. Danny Roberts; 20. Ricky Orlando.

1100: 1. Doug Polen; 2. Jamie James; 3. Mike Harth; 4. Scott Russell; 5. David Sadowski; 6. Joe Pittman; 7. Scott Zampach; 8. Britt Turkington; 9. Scott Cavness; 10. Paul Bray.

# 1988. The Year of the Humans.




On November 4th at Road Atlanta, the Human Race Team rode their FZR1000 all the way to the WERA National Endurance Championship. Making 1988 a great year for all humans. Except the ones who weren't riding Yamahas.

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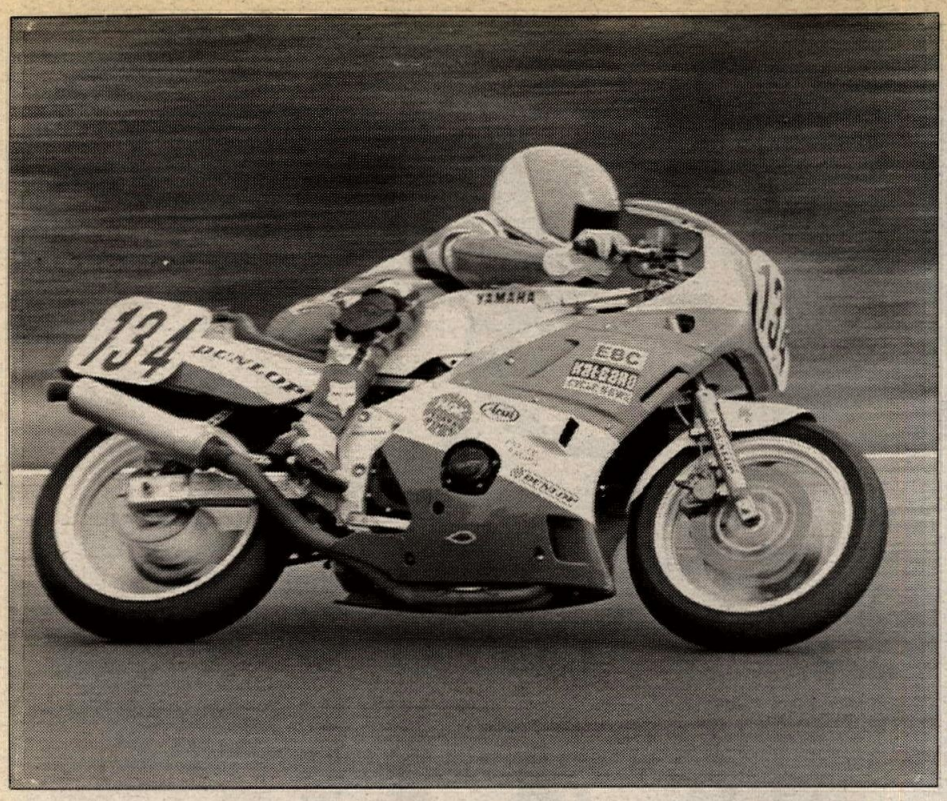
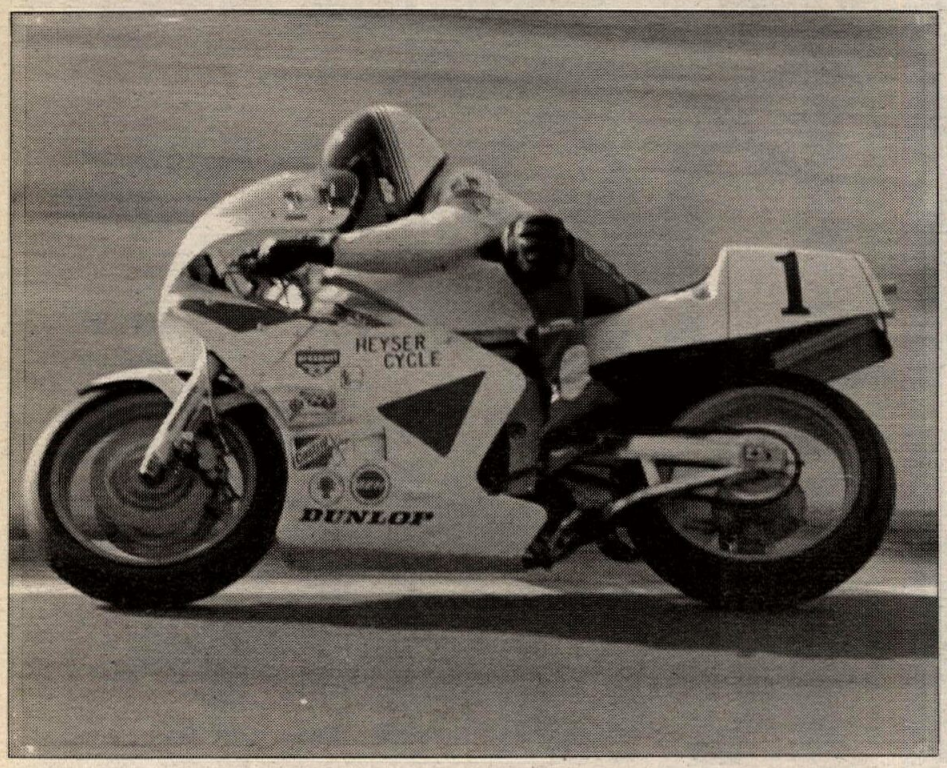



Cam Roos rode his Sam Yamashita/Moto Liberty-prepared Yamaha FZR400 to wins in two classes — D Superbike Expert and Formula 2.




Clifton Bigoney, riding his Yamaha TZ250, chased Roos in the Formula 2 race and would have caught him if the race hadn't been red-flagged.

Novice Todd Hoge (230) won three classes but was disqualified from two of them for illegal airbox modifications on his Honda Hurricane.

## WERA Grand National Finals

# Cam Roos'ts 'em at Road Atlanta

**By Brian Catterson**
**Photos by Tom Grant and Catterson**

BRASELTON, GA, NOV. 3-6

Local boy Cam Roos made good at the 16th Annual WERA Grand National Finals, riding his Honda CBR600 Hurricane and Yamaha FZR400 to four National Championships at Road Atlanta. Roos took wins on all three days of Sprint competition in the C Production, C Superbike, D Superbike and Formula 2 classes.

Unfortunately, the Roswell, Georgia, resident's weekend turned sour during Sunday's last race, the Suzuki GSXR750 Cup Final. Roos had worked up to eighth place from his fourth-row starting position when on lap three, he lost the rear end under acceleration from the notorious turn 12. Roos somehow managed to get off the low side, sliding into the hay bale-lined tire wall literally to the feet of his father, Buddy, who was watching from atop the embankment.

Roos was put in a neck brace and placed on a backboard for transport to the hospital, but his only injury was a broken ankle, which he'd injured once before.

Roos' string of GNF victories really began in 1986, when as a Novice he won four class championships. Last year he switched to the Expert ranks, raced at the GNF while ill and won two more.

This year's multiple wins began on Thursday with a victory in the Formula 2 Expert race. Riding his Sam Yamashita-prepared Yamaha FZR400, Roos raced with Roswell Honda endurance racing teammate Mike Smith, until Smith crashed his Yamaha TZ250 in turn one on lap four. Cliff Bigoney chased Roos on his TZ, and probably would have caught him if the race hadn't been red-flagged. Roos was having problems shifting, a result of his shift lever, which pivots on the footpeg, galling and seizing. (Surprisingly, the replacement had a bearing in it.) Fabian Cortez finished behind Bigoney on his FZR.

Smith had a miserable weekend, crashing or breaking everything he rode. During Saturday morning's practice a rider fell right in front of him, and he ran over the rider's arm before crashing violently and reducing his Hurricane to scrap.

Roos' next win came in Saturday's C Production Expert race, notable for its almost total lack of Suzuki machinery (the first Suzuki Katana Cup heat race was scheduled shortly afterwards). Human Race team's Kurt Hall won the race to turn three, where he and his Hurricane bounced in the red Georgia clay. Steve Matthews led the charge up through the esses with David Murray and Fritz Kling in tow, but it was Roos who led on lap three. Murray finished second at the checkers, but was one of a rash of Hurricane pilots to be disqualified (more on that later), so Kling moved up to second with Larry Schwarzbach third.

Roos' final wins came on Sunday. After spending Saturday night swapping motors in his Hurricane to change from Production to Superbike rules, Roos beat Hall to win the first race of the day, C Superbike Expert. Roos led from the start, with Hall grabbing the lead on lap five, but Hall got sideways in turn five and Roos got by for the win. Martin Miller, riding with a recently broken wrist, finished third on his Katana.

Roos' fourth and final win came in the D Superbike race, where he blitzed the start and split to an 11.2-second margin of victory. Cortez finished second with Rentzell taking third, the top three all on FZR400s. Rentzell was later disqualified for running a racing fairing (no holes for headlights), handing his position to Murray, now riding an RZ350 rather than his illegal Honda.

The weekend's other big winner was Novice Todd Hoge, who won three classes on his 600cc Hurricane — A Production, C Superbike and C Production — and also took a second in B Production and a fourth in B Superbike. Hoge was also the biggest loser, however, since he and a number of other top-placing Hurricane riders were disqualified from the production classes for illegal airbox modifications. These so-called mods consisted of variations on the same theme, either removing the small intake ducts which connect the breather holes in the frame with the front of the airbox, or simply removing the baffles from inside these ducts. At least one of those DQ'ed pleaded complete ignorance, saying that he'd purchased the bike used and didn't know that the parts were missing. Even Roos said that after taking his bike apart so many times this season, he wasn't sure if he still had the parts (he did).

Hoge and the aforementioned Murray were joined on the list of DQs by Danny Lizardo and Daniel

Ray. Lizardo, winner of the California Superbike School Challenge Series at Willow Springs, had finished third in C Production but was DQ'ed. He felt that it was unfair because he'd raced his bike like this all year and had never been told it was illegal.

The disqualification of Hoge handed the A Production win to John Marunich and the C Production win to Sam Wardrip, who deserved it after riding right on the edge and nearly high-siding on the first lap in turn five.

Hall was involved in a number of battles for the lead throughout the weekend, but his only win came in B Production Expert. Riding his GSXR750, Hall led the first four laps, but was passed by 16-year-old southern Californian Tommy Lynch. As Lynch went past, Hall noticed that he was running a Yoshimura pipe. Lynch was black-flagged on the fifth lap of the eight-lap race, as was third-place runner Chuck Graves for a similar infraction. In actuality, Hall had a massive lead over second-place finisher Cortez.

Lynch, who was also running an incorrect number on his number plates, defended his actions, saying that he'd qualified for the race and had entered for additional practice. His father had told him to pull in on the last lap, but that didn't stop Hall from being upset: "I was riding over my head trying to hold him off, and then I saw that he was riding an illegal bike. It's not fair."

These events led to much paddock gossip, with one pit wag asking, "I've heard of 49-state bikes, but is that what they mean by California models?"

Hall's only compensation was that four of the top six finishers — Hall, Andy Fenwick, Tim Morrissey and Ray Yoder — were members of the Human Race Team. Together they stand, divided they . . . stand.

The B Superbike Expert race saw four Yamaha FZR750 pilots race for the lead. Hall, Jeff Duckworth and Rick Delgado came from the front at the start, while Tom Kipp worked his way through the pack to win. Hall took second with Delgado third, Duckworth fourth and Cortez fifth.

The Open Formula race saw Paul Bray lead start to finish, with Hall taking second. Bray almost lost it on the last lap, coming under the bridge completely sideways, but he was unaffected: "I wouldn't have let it get away."

Mark Chin came from the 16th row in the second wave, passing Kipp to finish third on his Yamaha.

5150 Racing's Jay Denham won A Production after the leader, Mexican Guillermo Villareal, crashed under the bridge in turn 11. Glenn Eintschel finished second with Yoder third, the top three all on Suzukis. ●

## Results

C S/BIKE EX: 1. Cam Roos (Hon); 2. Kurt Hall (Hon); 3. Martin Miller (Suz); 4. Larry Schwarzbach; 5. David Murray (Hon); 6. Scott Zampach (Hon); 7. Fabian Cortez; 8. Fritz Kling (Hon); 9. Russell Moffitt (Hon); 10. Steve Mathews (Hon).

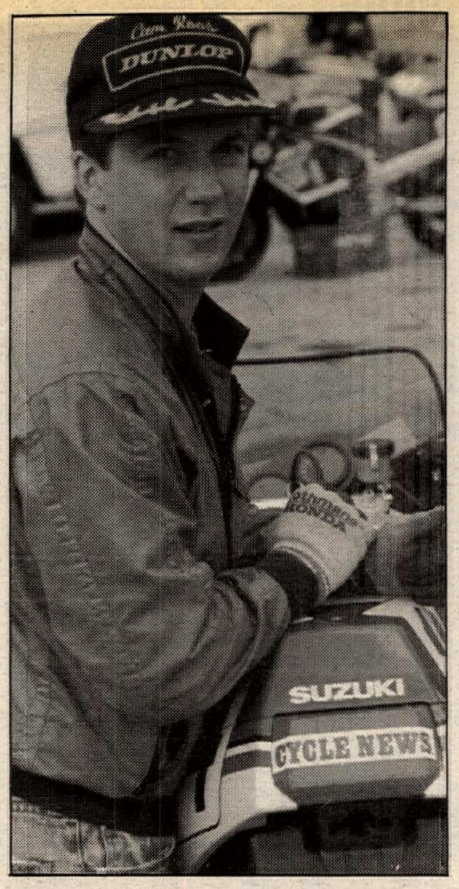
B S/BIKE EX: 1. Tom Kipp (Yam); 2. Kurt Hall (Yam); 3. Rick Delgado (Yam); 4. Jeff Duckworth (Yam); 5. Fabian Cortez; 6. Scott Zampach (Suz); 7. Fritz Kling (Yam); 8. Dale Kieffer (Yam); 9. Bruce Nield (Hon); 10. Tim Morrissey (Suz).

F-OPEN: 1. Paul Bray (Suz); 2. Kurt Hall (Yam); 3. Mark Chin (Yam); 4. Tom Kipp (Kaw); 5. William Loomis (Suz); 6. Fabian Cortez; 7. Jeff Duckworth (Yam); 8. Rick Delgado (Yam); 9. Fritz Kling (Yam); 10. Andy Fenwick (Yam).

D S/BIKE EX: 1. Cam Roos (Yam); 2. Fabian Cortez (Yam); 3. David Murray (Yam); 4. Dale Kieffer (Yam); 5. Doug Carmichael; 6. Jim Still (Yam); 7. Stevie Patterson (Yam); 8. Michael Martin (Yam); 9. Al Bertagnoli (Yam); 10. Gene Burcham (Yam).

B PROD NOV: 1. Bob Sandy (Suz); 2. Ron Nardello (Suz); 3. Jon Marlinich (Suz); 4. Keith Kizer (Suz); 5. Brad Nicholson (Suz); 6. Mike Karm (Suz); 7. Keith Merryfield (Hon); 8. Tony Arden (Yam); 9. Sam Wardrip (Hon); 10. Tripp Nobles (Suz).

C PROD EX: 1. Cam Roos (Hon); 2. Fritz Kling (Hon); 3. Larry Schwarzbach; 4. Steve Matthews (Hon); 5. Russ Moffitt (Hon); 6. Jim Still (Hon); 7. Al Bertagnoli (Hon); 8. Glenn Cooper (Hon); 9. David Clyde (Hon); 10. John Love (Hon).




**Cam Roos was the big winner, taking home four championships.**

C PROD NOV: 1. Sam Wardrip (Hon); 2. Brian Pritz (Hon); 3. Dan Palmer (Hon); 4. Tom Pannell; 5. Ian Ashley (Hon); 6. Don Seckinger (Hon); 7. Stuart Bonds (Hon); 8. Fred Provis (Hon); 9. James Deister; 10. Arthur Diaz (Hon).

B PROD EX: 1. Kurt Hall (Suz); 2. Fabian Cortez; 3. Andy Fenwick (Suz); 4. Tim Morrissey (Suz); 5. Robert Lee Wright; 6. Ray Yoder (Suz); 7. Shawn Nicoloff (Suz); 8. Glenn Szarek (Suz); 9. Greg Karm (Suz); 10. Jeff Wood (Suz).

A PROD EX: 1. Jay Denham (Suz); 2. Glenn Entschel (Suz); 3. Ray Yoder (Suz); 4. Fabian Cortez (Suz); 5. Eric LaCruze (Suz); 6. Tony Atwater; 7. Gregory Karm (Suz); 8. Jeff Wood (Suz); 9. Tim Morrissey (Suz); 10. Matt Macheca (Suz).

B S/BIKE NOV: 1. Robert Sandy (Suz); 2. Jim Sabin (Suz); 3. John Ross Jr. (Suz); 4. Todd Hoge (Hon); 5. Mike Reeed (Suz); 6. Mike Karm (Suz); 7. Ron Nardello (Suz); 8. Alistair Smith (Hon); 9. Keith Kizer (Suz); 10. Doug Kidd (Suz).

D PROD NOV: 1. Steve Belt (Yam); 2. Craig Newforth (Yam); 3. Tim Morris (Yam); 4. David George; 5. Dan Fuerton (Yam); 6. Barry Iddings (Yam); 7. Gregory Alt (Kaw); 8. Kurt Koops; 9. Brian Kelly (Yam); 10. Morris Foor (Yam).

VINT 2: 1. Ted Hubbard (BSA); 2. Jake Coye; 3. Norm Nelson (BSA); 4. Brad Morrison (Duc); 5. Beno Rodi (Ind); 6. Don Treese; 7. Jon Anderson (Hon); 8. Jim Snoddy (Hon).

CLBMN: 1. Joe Hutcheson; 2. Rich Graver; 3. Paul Wright; 4. Bert Morgan; 5. Ken Tapscott; 6. Larry Montgomery; 7. Jim Shanks; 8. Gary Callahan; 9. Bernard Besal; 10. Steve Heilman.

VINT 5: 1. Ron Barton (Duc); 2. Jim Stewart (Nor); 3. Jake Coye; 4. Pat Moroney (H-D); 5. Brian Born; 6. Karl Myers (BMW); 7. Paul Wright; 8. Tom Foerch (Yam); 9. Mike McKinley (Hon); 10. George Dillaway.

D S/BIKE NOV: 1. Jeff Vos; 2. Nick Waycaster; 3. Bob Nutt; 4. Todd Dofflemyer; 5. Greg O'Dell; 6. Steve Belt; 7. David George; 8. Bob Griffin, Jr.; 9. Craig Newforth; 10. Richard Bolen.

D PROD EX: 1. Jim Still (Yam); 2. Steve Mathenws (Yam); 3. Steve Patterson (Yam); 5. Michael Martin (Yam); 6. Dan Reif (Yam); 7. Thomas DuPont (Yam); 8. Patrich Chandler (Yam); 9. Keenan Phillips (Yam); 10. David Rhodes.

VINT 3: 1. Jesse Morris (Tri); 2. R.N. Root (Tri); 3. Scott Kay (Tri); 4. Randy Illg (T/N); 5. Dave Roper (BSA); 6. Ted Hubbard (BSA); 7. Jimmy Snoddy (Hon); 8. Norm Nelson (BSA); 9. Wayne Allen (H-D).

A PROD NOV: 1. Todd Hoge (Hon); 2. John Marunich (Suz); 3. Ron Nardelllo (Suz); 4. Bob Sandy (Suz); 5. Jay Bartlow (Suz); 6. Mike Karm (Suz); 7. Brad Nicholson (Suz); 8. Dave Hansen (Suz); 9. Mark Mitchell (Hon); 10. Keith Kizer (Suz).

F-2 EX: 1. Cam Roos (Yam); 2. Mike Smith (Yam); 3. Clifton Bigoney (Yam); 4. Fabian Cortez (Yam); 5. Dan Reif (Yam); 6. Doug Carmichael; 7. Alan Bertagnoli (Yam); 8. David Murray (Yam); 9. Steve Patterson (Yam); 10. Bruce Fowler (Hon).

F-2 NOV: 1. Donn Lewis (Yam); 2. Bob Nutt (Yam); 3. Todd Dofflemyer (Yam); 4. Steve Belt (Yam); 5. Nick Waycaster (Yam); 6. Gregg O'Dell (Yam); 7. Dave George; 8. Rick Mercante (Yam); 9. Bob Seneker (Yam); 10. Greg Alt (Yam).

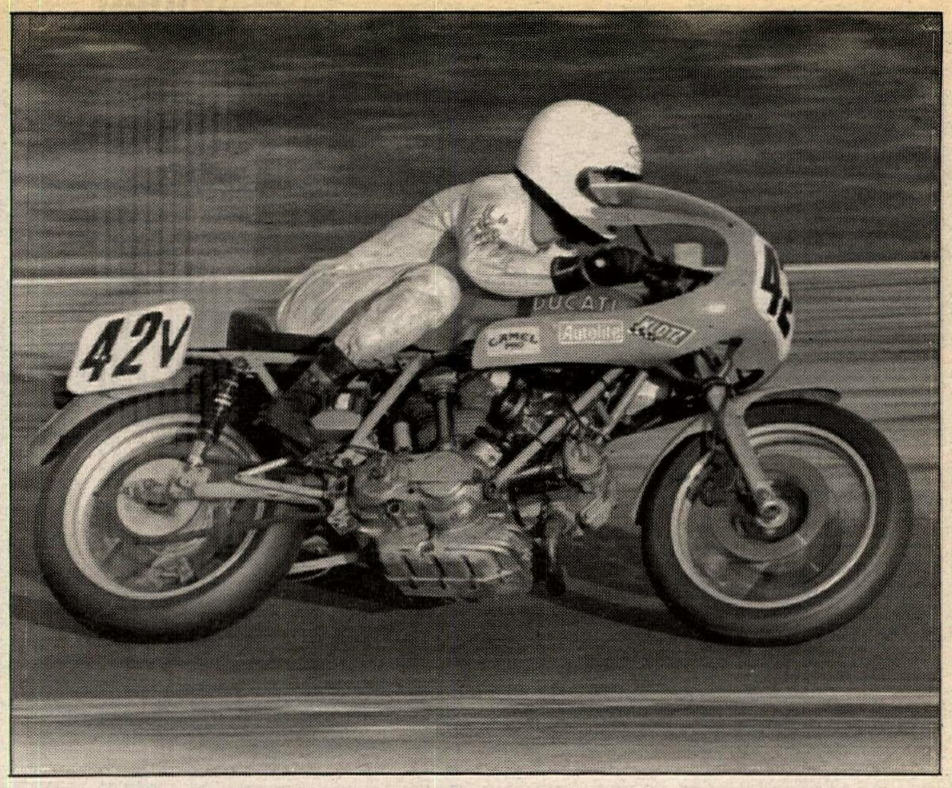
VINT 4: 1. Jim Stenart (Nor); 2. Mike Tiberio (M-G); 3. Brian Born; 4. Ron Barton (Duc); 5. Glenn Cooper (Hon); 6. Karl Myers (BMW); 7. Jesse Morris (Tri); 8. Bernard Besal (Kaw); 9. Keith Martin (Tri); 10. Martin Harding (Yam).

C S/BIKE NOV: 1. Todd Hoge (Hon); 2. Sam Wardrip (Hon); 3. Rene Chamser (Hon); 4. Billy Brinegar (Hon); 5. Alistair Smith (Hon); 6. Brian Pritz (Hon); 7. James Deister; 8. Chris Reiner; 9. Mark Mitchell (Hon); 10. William Shuptrine (Yam).

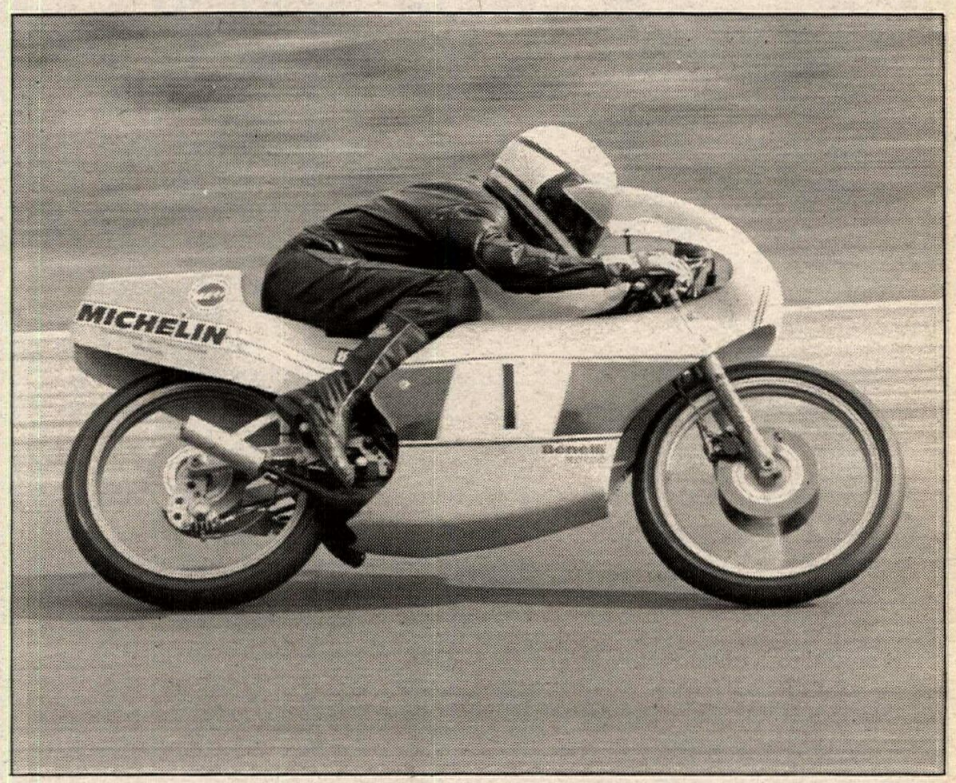
F-3 EX: 1. Al Lainhart (MBA); 2. Jim East (Kaw); 3. Chris Watson (Hon); 4. Eric Fault (Hon); 5. Charles Skinner (Hon); 6. James E. Gardner (Hon); 7. Harry Morse (Hon).

F-3 NOV: 1. David Nutter (Kaw); 2. John Hodgkiss (Kaw); 3. Eric Ludwigsen (Kaw); 4. Jack Dupree (Kaw); 5. James Selitto; 6. John Whitton; 7. Donald Treese (Hon); 8. Bob Dickens (Kaw); 9. Kevin Webb (Kaw); 10. Terry Nance (Kaw).

VINT 1: 1. Brad Morrison (Duc); 2. James E. Gardner (Hon); 3. Bruce Fowler (Hon); 4. Beno Rodi (Ind); 5. Pete Smakula (Duc); 6. Michael Breed (Duc); 7. Heidi Smakula (H-D).

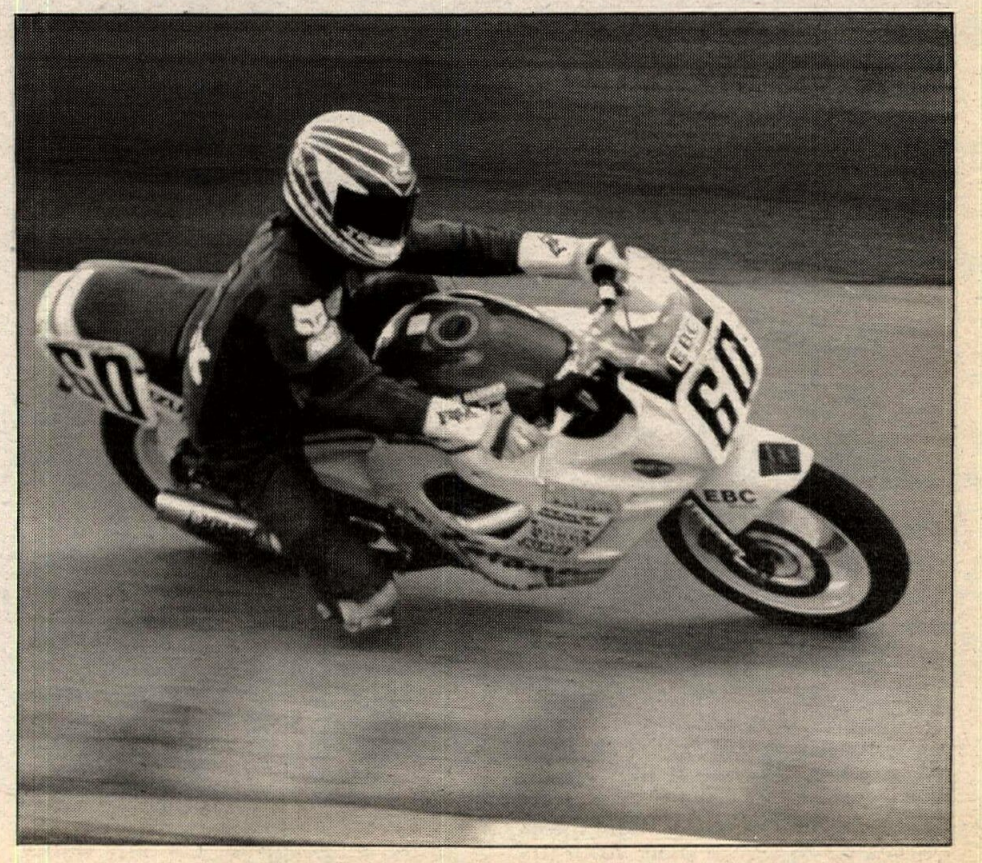



**Ron Barton won Thursday's Vintage 5 race on his immaculate Ducati. Jim Stewart finished second on his Norton with Jake Coye third.**




**Al Lainhart won the Formula 3 Expert race on his twin-cylinder, two-stroke 125cc MBA, beating Jim East on a four-stroke Kawasaki GPz305.**

**Human Race Team member Kurt Hall was a threat in many classes, winning B Production and taking seconds in B Superbike and F-Open.**

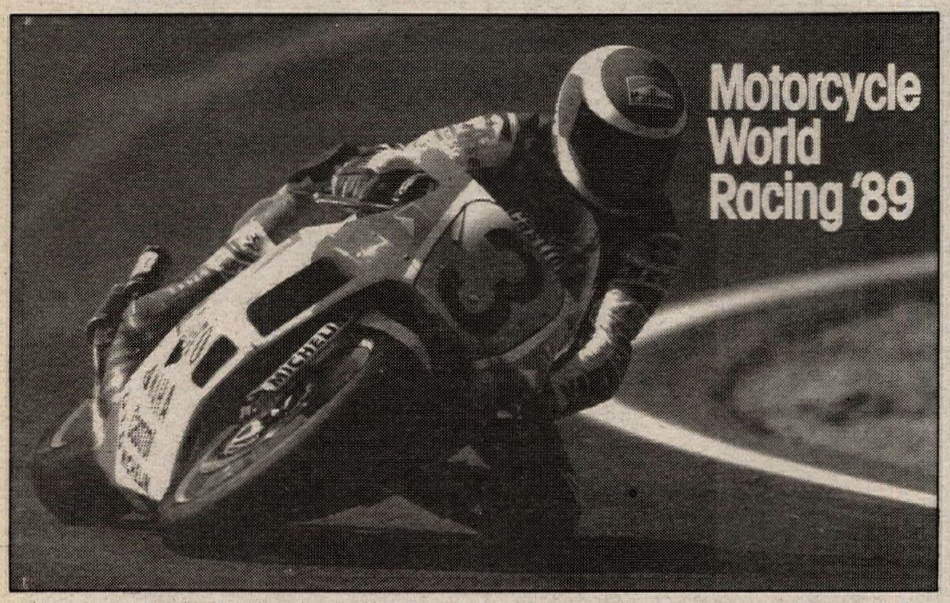


# Christmas Sto

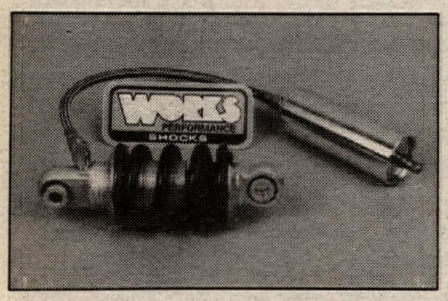
## It's only a few weeks away

# Christmas gift ideas

*Once a year, like it or not, Christmas rolls around and so does the Christmas shopping. For those of you who don't have the time to go out on a major shopping expedition, here are a few suggestions in a couple different price categories that we feel would make any rider happy.*




The Motorcycle World Racing '89 calendar by Paul Oxman features vivid, poster quality color photos of dirt track, motocross/supercross, Paris-to-Dakar and road racing events from the 1988 season. Available for a suggested retail price of $12.95. For more information contact Paul Oxman Publishing, Dept. CN, 17165 Newhope, Unit M, Fountain Valley, CA 92708, 714/979-8855.



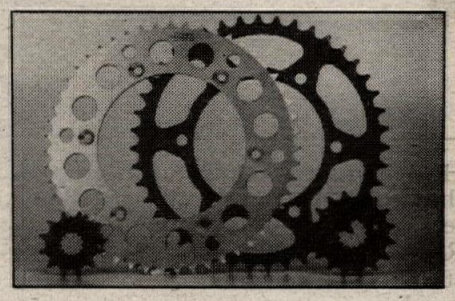

The Works Performance YSR50 rear shock features Works' Progressive Valving System for precise damping control, a gas-charged remote resevoir to help prevent heat-induced shock fade and the stock spring is utilized with preload adjustment. Available for a suggested retail price of $179.95 from your local dealer, or contact Works Performance, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.

Perdue Cycle's custom-tailored Lite Trail Bike combines large engines with small bikes to match the customer's body size with the type of performance desired. Prices start at $2795 plus material. For more information contact Perdue Cycle, Dept. CN, P.O. Box 9575, Little Rock, AR 72219, 501/565-4887.

The Tour Master Winter Sport Glove could be just what Santa needs for that chilly ride to deliver gifts. Made of drum-dyed leather and filled with Dupont Thermolite insulation, the gloves are available in either a two-color scheme of black/black, black/red or black/blue for $39.95, or the black/grey/red tri-color model for $42.95. For more information see your local dealer or contact Tour Master, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 800/228-3439 (U.S.) or 805/373-6878 (CA).

The MS Racing stockings were hung by the chimney with care, in hopes that Malcolm Smith would soon be there. After Santa or Malcolm stuff those stockings with goodies, you can use them to stuff into your boots. The MS Racing socks are extra-cushioned, have a knit-in spandex top, are extra tall and help to keep your feet dry. Available in red or blue for a suggested retail price of $6.95 from your local dealer, or call 714/686-1052 for a Malcolm Smith dealer near you.

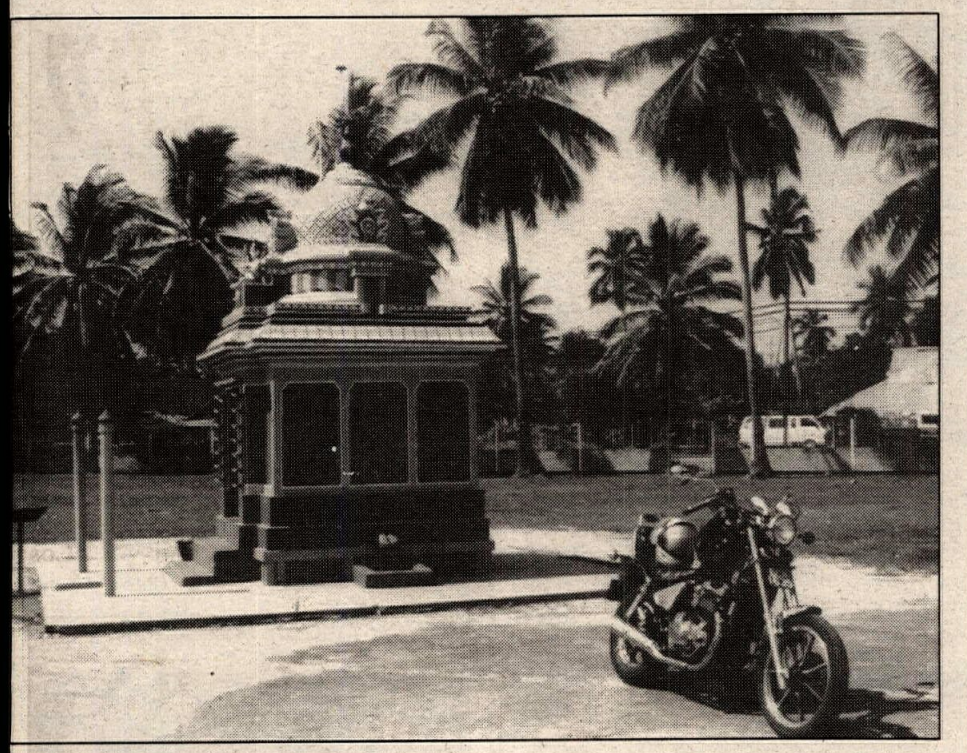
The Sudco/Ontario exhaust system for all popular late-model sport bikes features a dual chamber aluminum canister silencer that Sudco claims can increase performance and allow fine tuning by adjusting the end cap to alter exhaust flow. Street systems retail for $275.00 and competition only models run $295.00. For more information contact Sudco International, 1824 East 22nd St., Los Angeles, CA 90058, 213/747-5173.



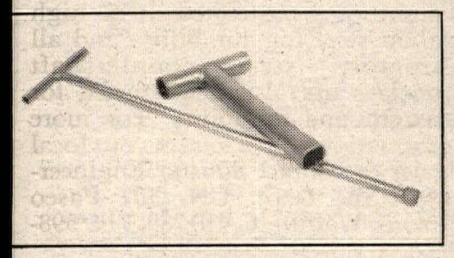
Sunstar rear sprockets are available in either 7075-T6 alloy for less weight or heat-treated 1045 high carbon steel for durability, and all chromoly steel countershaft sprockets are also heat treated for strength and durability. For more information and prices see your local dealer or contact Sunstar Engineering USA, Dept. CN, 307 Paseo Tesoro, Walnut, CA 91789, 714/598-9666.

Oakley's Iridium Razor Blades sunglasses and Pro Frame goggles are claimed to reduce the amount of light transmission while creating better contrast and color definition. Oakley claims the Razor Blades block out 100% of blue light and ultra-violet rays with no distortion, and the frames and earstems are virtually unbreakable. A hydrophilic nosepiece keeps the glasses from sliding off your face. The goggles feature an Iridium-coated grey Lexan lens with Urethane-blend frame and dual density foam. Razor Blades are available in black frame with black earstems, orange/platinum and green blue for a suggested retail price of $100, while the goggles are available in a variety of colors and sell for $75. For more information see your local dealer or contact Oakley, Dept. CN, 10 Holland Ave., Irvine, CA 92718, 800/523-3941 (U.S.) or 800/441-0865 (CA).

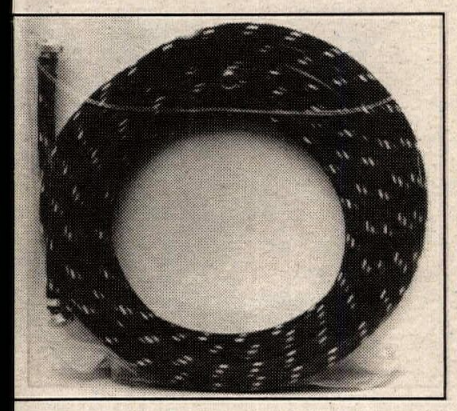
# cking Stuffers



Have Santa treat your favorite motorcyclist to a motorcycle tour of Russia, the far Eastern tour of Malaysia, Bangkok and Singapore, send them up 10,000 feet on an XL600 in search of the Yeti in Nepal, or explore Sao Paulo and Rio de Janeiro in Brazil with a Edelweiss Bike Travel tour. Winter tours start in November and operate through April. For more information and color brochure contact the U.S. Edelweiss representative, Anchor Travel in New Jersey, at 800/526-4789 (U.S.) or 201/569-5464 (NJ).



Pro Circuit claims that their Fork Disassembly Tools for Showa and KYB inverted forks will hold everything in place while you work with a socket and ratchet. Available for $54.95 from Pro Circuit, Dept. CN, 4214 E. La Palma, Anaheim, CA 92807, 714/993-5400.



Stop & Go's six-foot nylon braided air hose is designed to give touring riders with on-board compressors the ability to inflate tires and make full use of the compressor on their touring rigs. Each hose comes in a compact vinyl pouch for easy storage and carries a suggested retail price of $17.95. For more information contact Stop & Go Int., Dept. CN, P.O. Box 544, Wheeling, IL 60090, 815/385-3331.

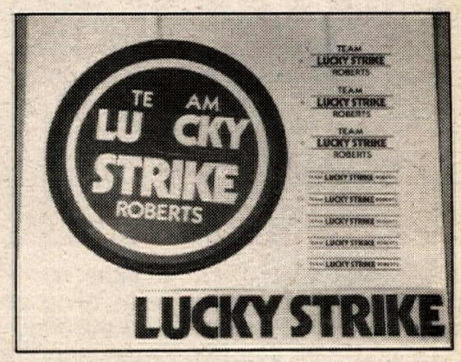
Acerbis says their Unadilla one-piece handguard/number plate is ideal for hare scrambles-style races where brush and mud protection are needed. The plate is available in red and white for the suggested retail price of $34.95. For more information, contact Bill Berroth at Acerbis Plastica USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071, 619/562-1440.

Storz Performance's 42mm Ceriani replacement fork kit for Harley-Davidson Sportsters, which feature billet aluminum triple clamps with steel T-stem, are claimed to improve handling as a result of strength gained from the larger fork tube diameter and the lighter weight. All stock items are retained and the forks also have air caps and can be slid through the clamps to adjust ride height. All necessary hardware is included in the $1175.00 kit. For more information contact Storz Performance, Dept. CN, 1362 Tower Square #2, Ventura, CA 93003, 805/654-8816.

Linea Sportiva's two latest Superbike Shirts feature Honda Hurricane and Suzuki GSXR graphics on 50/50 tee-shirts and tank tops. They are available in youth and adult sizes for the suggested retail price of $8.95. For more information, and a complete catalog, contact Linea Sportiva, 4771 Torida Way, Yorba Linda, CA 92686, 714/961-0492.

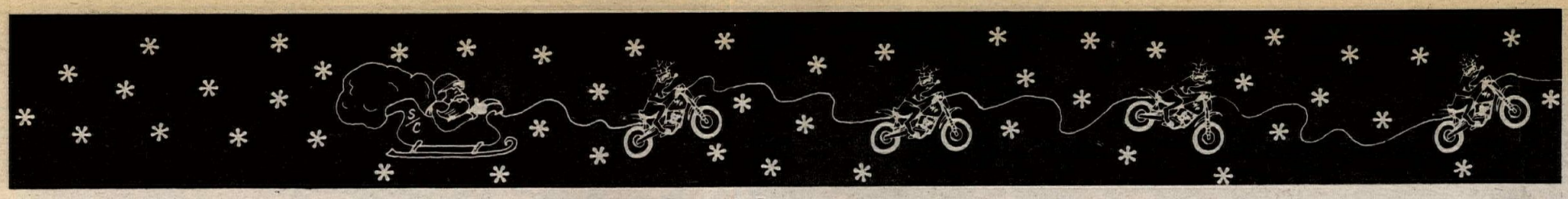
Hang an MS Racing hat on the tree, available in six different colors for $11.95 from your local dealer, or call 714/686-1052 for a Malcolm Smith dealer near you.

AXO's mini belt bag is made of durable nylon and features a lightweight design, easy-open zipper and adjustable nylon belt. Available in blue for a suggested retail price of $12.95 from your local dealer, or contact AXO Sport America, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355, 800/222-4296 (U.S.) or 805/257-0474 (CA).

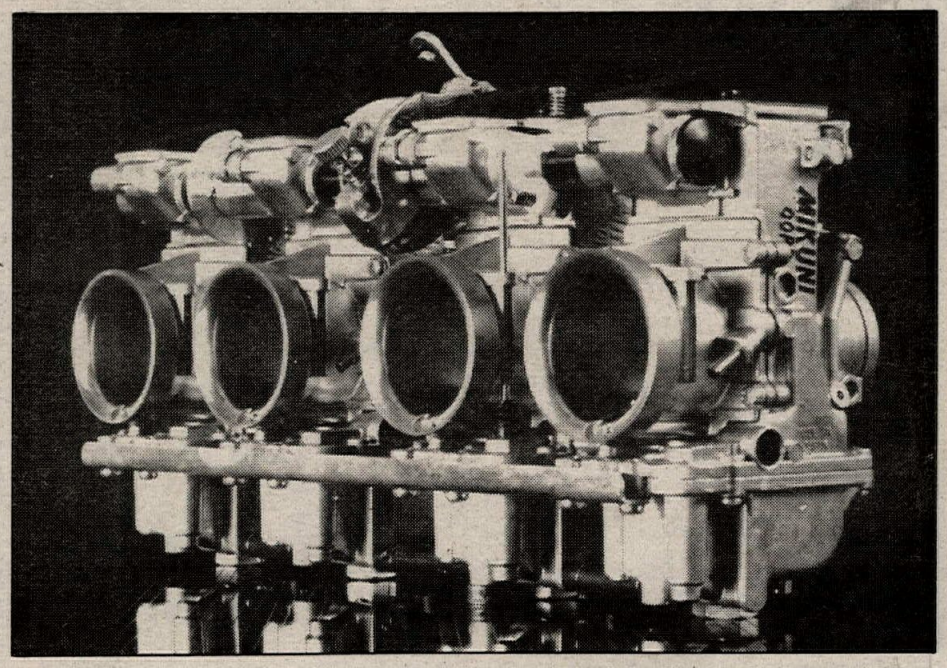



The Team Lucky Strike Roberts Decal Kit for Yamaha's YSR50 from DPL Eurostyle comes with all required stickers and includes a placement diagram to insure correct placement of decals for a suggested retail price of $60.00. For more information contact DPL Eurostyle, Dept. CN, 4237 Market Court #B, Sacramento, CA 95834, 916/923-5829.

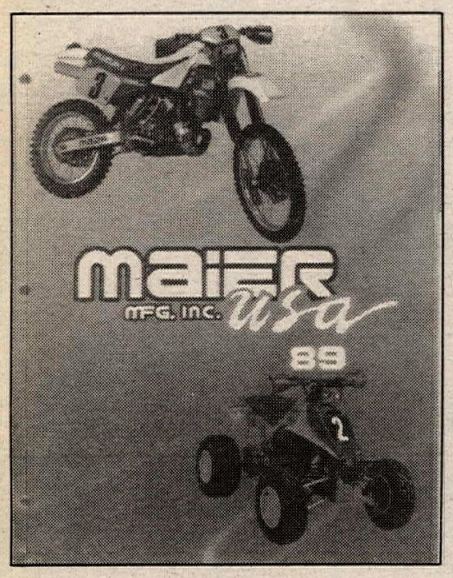
B&F Specialties' Bunkhouse trailer folds out for a 72x84 in. king-size bed resting between two screened windows and doors. There are no poles, ropes or loose equipment so setting up is easy. The polyester tent material is fully waterproof and flame retardent and folds underneath a Naughahyde cover without interfering with the cargo bay. For more information contact B&F Specialties, Dept. CN, P.O. Box 1313, Des Plaines, IL 60017, 312/803-9898.



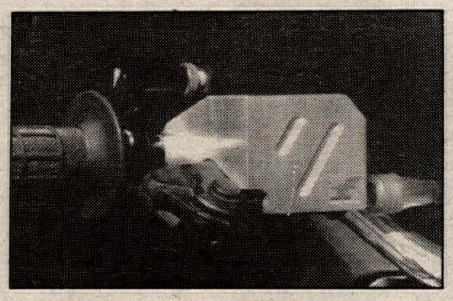
Ask Santa for a Sinisalo embroidered cap to wear around the pits to cover up your matted hair after a long, hard race. Available for $14.95 in red, white or navy blue from your local dealer, or contact Sinisalo, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355, 800/222-4296 (U.S.) or 805/257-0474 (CA).




Mikuni's new RS Series Radial Flat Slide Carburetors are available in complete bolt-on, pre-jetted kits to fit all popular in-line four cylinder motorcycles and feature a smoothbore induction tract and adjustable accelerator pump system to help provide instant throttle response. Available in 2mm increments from 32 to 40mm for a suggested retail price of $549.95. For more information see your local dealer or contact Mikuni American Corp., Dept. CN, 8910 Mikuni Ave., Northridge, CA 91324, 818/885-1242 or 213/873-2101.



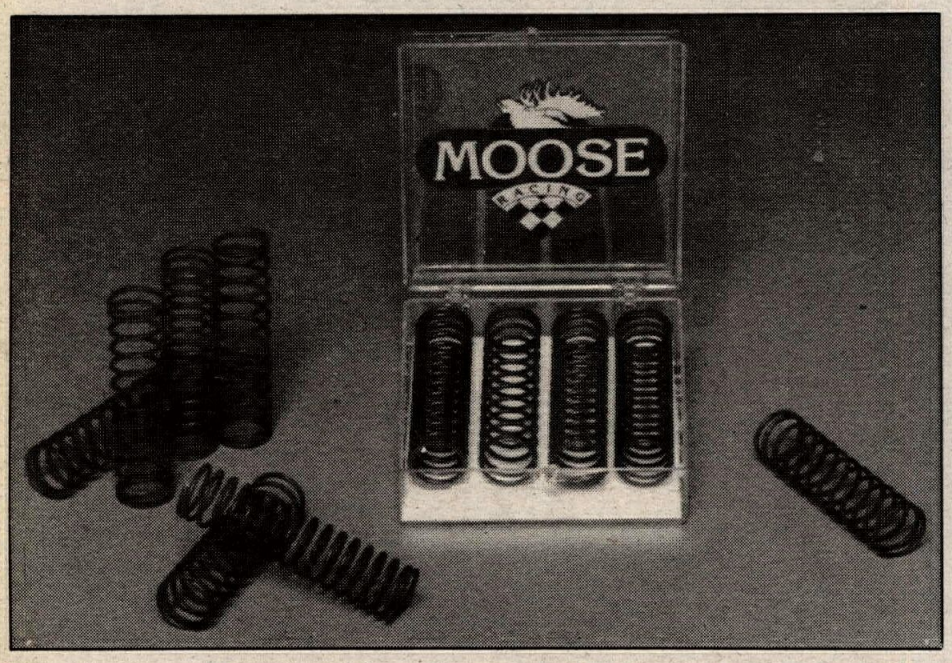

Maier Mfg. Inc.'s 33-page, full color catalog features their new line of sport bike replacement body parts and a complete line of replacement plastic in a large selection of colors. Each catalog also comes with a 17x22" color poster. To order your catalog send $2.00 and return address to Maier Mfg., Dept. CN, 12435 Loma Rica Dr., Grass Valley, CA 95945, 916/272-9036.



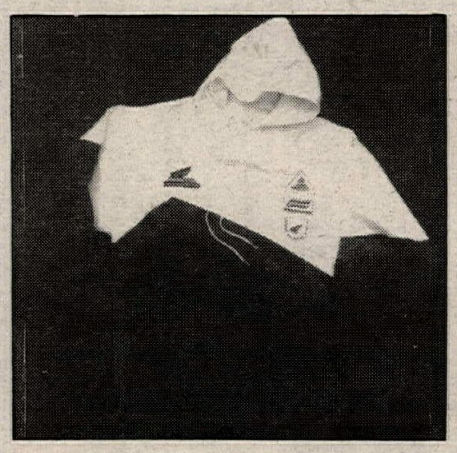
Interflex Engineering's resevoir guard is hand-machined from 6061-T6 aluminum and is designed to bolt onto the handlebars of a variety of bikes. Available for $24.95 plus $2.00 shipping from Interflex Engineering, Dept. CN, 203 Hall St., Port Jefferson Station, NY 11776, 516/474-3824.

To combat boredom between motos, put Pro Circuit's playing cards down on Santa's list. The linen-finish cards feature color action photos of Rick Johnson and Jeff Ward and come with two rider profile cards, two jokers and the standard 52-card deck. Available for $6.50 from Pro Circuit, Dept. CN, 4214 E. La Palma, Anaheim, CA 92807, 714/993-5400.

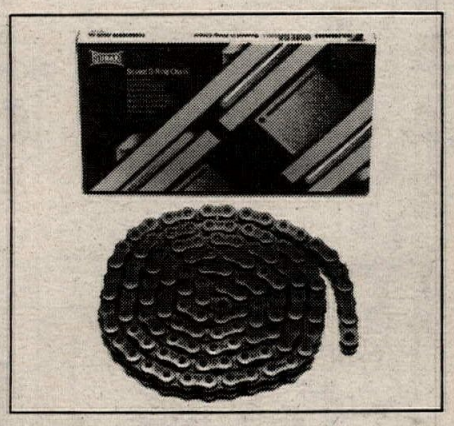
MS Racing's deluxe goggle bag holds three goggles to keep them clean and ready to use. The heavy-duty bag is constructed of 1000 denier cordura nylon, has a padded inner lining and holds six or more lenses along with your goggles. Available in blue only for a suggested retail price of $15.95 at your local dealer, or call 714/686-1052 for a Malcolm Smith dealer near you.




Moose Racing claims that their Power Valve Tuning Kit will enable you to adjust the Power Port opening on Hondas to suit different riding conditions. Moose Racing provides a selection of springs that allow the port to operate either earlier or later, so that by replacing the spring you can change the rpm range to best suit the terrain or track. The four-spring kit sells for $29.95 and is available from Moose Racing, Dept. CN, 6235 S. Santa Fe, Littleton, CO 80120, 800/MOOSE—IT or 303/794-6367.



If you want to look like a member of Team Honda and stay warm as well, put Hondaline's hooded sweatshirt on Santa's list. This heavy weight sweatshirt is constructed of 65/35 poly-cotton blend with a pouch in front, Honda product logos screened on the chest and "Honda Racing Team" on the back. Available only from your local Honda dealer in sizes S-XXL for a suggested retail price of $35.95.

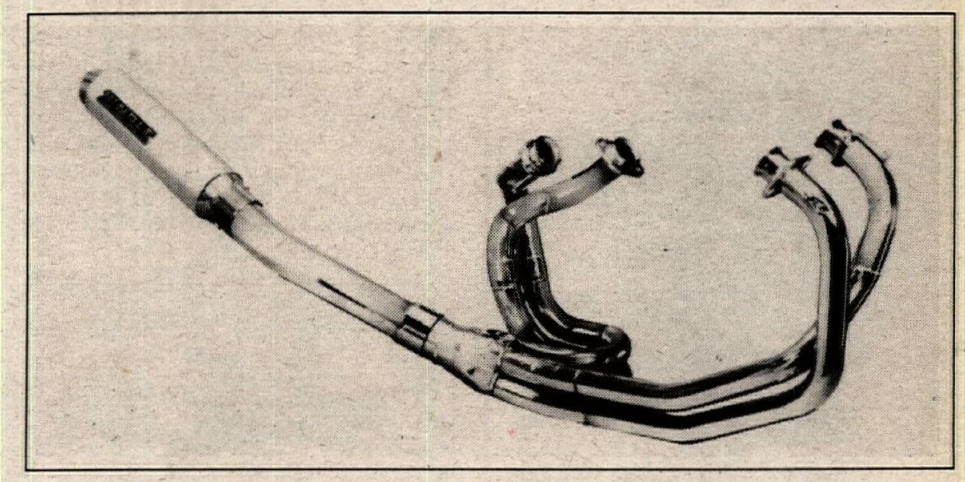


Tsubaki's 520 Omega sealed O-ring chain features Thru-Hardened pins, shot-peened and heat-treated construction, shouldered and projected bushings, Super Seal O-rings and internally vacuum injected grease. Each chain is pre-stretched and stressed and is backed by a limited warranty. For more information, see your local dealer or contact U.S. Tsubaki Inc., Dept. CN, 12275 E. Slauson Ave., Whittier, CA 90606, 213/726-8313.

Surprise Santa with DPL Eurostyle's 1989 Ducati Limited Edition Calendar, featuring 12 large action shots of Ducatis taken from around the world. Available direct from DPL Eurostyle for $25.00. To order or for more information contact DPL Eurostyle, Dept. CN, 4237 Market Court #B, Sacramento, CA 95834, 916/923-5829.

Competition Werkes' Fender Eliminator Kits for the Yamaha FZR1000 and Suzuki, Kawasaki and Honda sport bikes allows the plastic rear fender to be removed while retaining all lights, signals and license plate. The kits are made of brushed stainless steel and require no cutting or drilling. Prices range from $42.95 to $59.95. See your local dealer or contact Competition Werkes, Dept. CN, P.O. Box 5233, Roseburg, OR 97470, 503/673-6059.

The latest catalog from Tour Master is available free to any motorcyclist and features 20 glossy, four-color pages of gloves, riding suits, tank bags, etc. To receive a copy contact Tour Master, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 800/228-3439 (U.S.) or 805/373-6878 (CA).



Hindle Racing claims that their 4-into-1 header for the Yamaha V-Max increases performance with no rejetting, is lighter than stock and is easily installed with special spring-mount flanges. The center stand stays on and oil and drain plug access is retained. The chrome pipes carry a suggested retail price of $530.00 and are available from your local dealer, or contact Hindle Racing, Dept. CN, 110 Heale Ave., Scarborough, Ontario M1N 3Y1 Canada, 416/267-0609.

The Kiwi K20 helmet was created with the help of Bertone, the famed Italian design studio. The K20 features a front visor vent, side vents and a top vent that can run fully open on hot days. Sizes range from XS to XL. Available in three solid colors for $129.95 and three two-tone colors for $149.95. For more information, contact Gary Hildreth, Dyna Tour Corp., Dept. CN, 1801 West 16th St., Broadview, IL 60153, 312/450-9669.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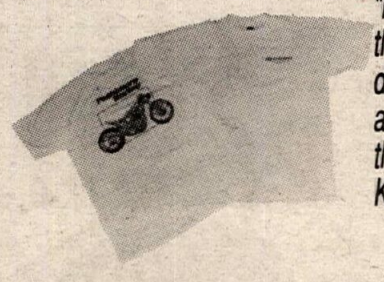

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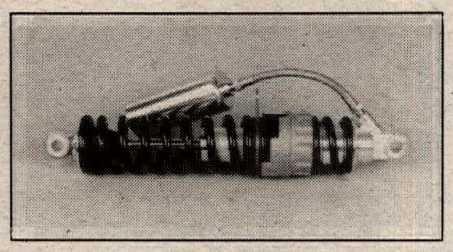
Tour Master's Tour Glove II features nylon/leather construction, Dupont Thermolite insulation, Gore-Tex inserts, Velcro wrist and gauntlet adjustments and chamois strips on the back of the glove for wiping face shields. Available from your local dealer for $54.95, or contact Tour Master, Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 800/228-3439 (U.S.) or 805/373-6878 (CA).

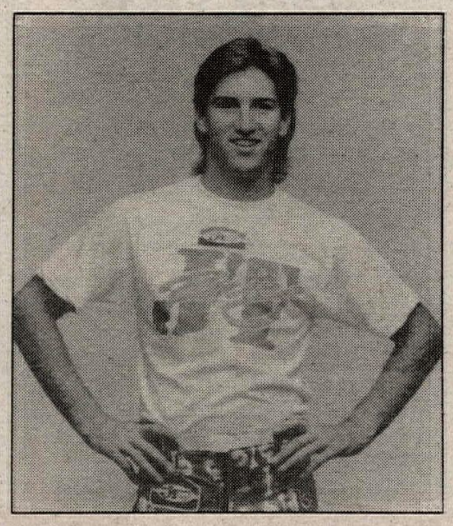
The Aeroforce tank bag is claimed to hold its shape when empty due to its Polynyl foam-lamination molded construction. Features include quick-snap fasteners over Velcro mounting harnesses, quick removal for gas filling and sheepskin border to protect the tank's paint. This machine-washable bag is available in blue/black, grey/black, red/black and solid black colors for a suggested retail price of $99.00. For more information contact Tracy Design, Dept. CN, Box 210, Makawoa, Maui, Hawaii 96768, 800/FAS-LANE.



Work Performance's BMW K model Street Tracker shock features fade-proof remote resevoir, triple rate springs with Adjustable Rate Suspension (ARS) and valving to suit your personal riding habits. Available for $279.95 from your local dealer or contact Works Performance, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.

Bel-Ray says their new CTG fork oil is especially formulated for cartridge-type forks and it gives more stable damping performance, reduced wear, less stiction and extended fork-seal life. Each quart-size bottle has a suggested retail price of $6.95 and is available in light and very-light viscosities. For more information, contact Bel-Ray, Dept. CN, 10015 Muirlands Blvd. (G), Irvine, CA 92718.

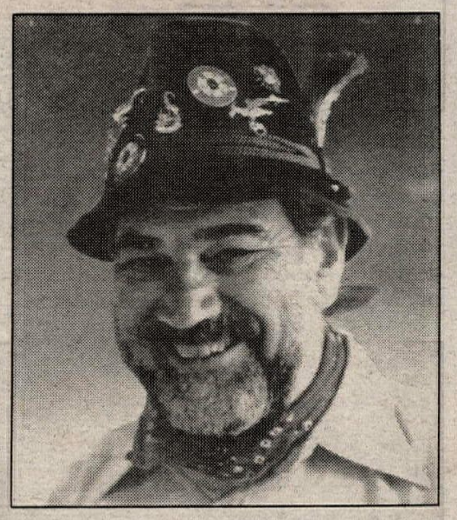
The MS Racing goggle bag holds one goggle to keep it clean and ready to use. Available in packages of two for $6.95 from your local dealer, or call 714/686-1052 for a Malcolm Smith dealer near you.



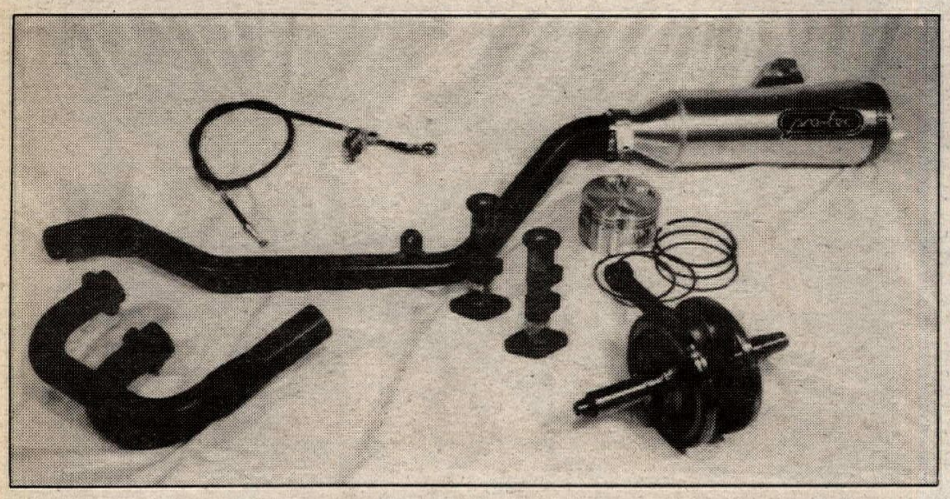
The JT Stencil features a three-color JT Racing logo on a 100% cotton T-shirt. Available for a suggested retail price of $12.95 from your local dealer, or contact JT Racing, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 92011, 619/421-2660.

AXO Sport's Superbelt features a tough plastic shield to support the lower back and a second, completely different plastic to make the belt more pliable around the waist, a nylon mesh cooling vent in the rear to allow air to circulate through the belt onto the rider's back, double stitching and extra wide Velcro fasteners. Available in a variety of colors for a suggested retail price of $35.95 for the standard (28-34" waist) Superbelt, $37.50 for the XL model, and $27.00 for kids sizes. For more information see your local dealer or contact AXO Sport America, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355, 800/222-4296 (U.S.) or 805/257-0474 (CA).

For the motorcyclist who can never seem to find exactly what he's looking for, add the Flanders catalog to your Christmas list. This 576-page catalog features many hard-to-find and unique items and tools for motorcycles. Available for $5.00 from Flanders Co., Dept. CN, P.O. Box 93605, Pasadena, CA 91109, 800/423-4438 (U.S.) or 800/362-7005.



Send your favorite motorcyclist on tour with Bob Beach of Beach's Motorcycle Adventures to one of their four Alpine Adventure tours or on a three-week tour of New Zealand, the United Kingdom and Australia. Airfare, hotel accomodations, a luggage van and many extras are included in every Beach tour. Motorcycles can be rented or arrangements made to purchase a new BMW or Cagiva for delivery in Europe. For more information contact Beach's Motorcycle Adventures Ltd., Dept. CN, Box 36, 2763 West River Rd., Grand Island, NY 14072, 716/773-4960.



Pro-Tec/DBP's high-performance engine kit for Yamaha's XT-TT350 is claimed to improve low-end torque and peak horsepower without sacrificing reliability. The complete kit sells for $708.80 and includes a stroked crankshaft (exchange), camshafts (exchange), 10.5:1 compression piston, rings, exhaust system with aluminum Supertrapp silencer and manual compression release. For more information contact Pro-Tec/DBP, Dept. CN, 282 Gemini Ave., Brea, CA 92621, 714/738-0631.

Scott USA Sportshield sunglasses feature a shatter-resistant Lexan lens and two types of adjustment for proper fit. Either the ear piece can be moved in and out of the temple arm or the temple arms can be moved up or down to adjust the angle of the shield to your face. Available for a suggested retail price of $45 from your local dealer, or for more information contact Scott USA, Dept. CN, 110 Lewis St., Ketchum, ID 83340, 208/726-7267.

Trelleborg's new T-754 tire is available in 130/80-18 and 130/90-17 sizes and feature a wide, low profile; a more open pattern for better grip; longer knobs, larger and newly-designed knobs for better grip on soft or hard surfaces; new CTR compound for better grip on difficult surfaces; and rim protection for better stability of the sidewall to minimize punctures. For more information and prices contact your local Trelleborg dealer.

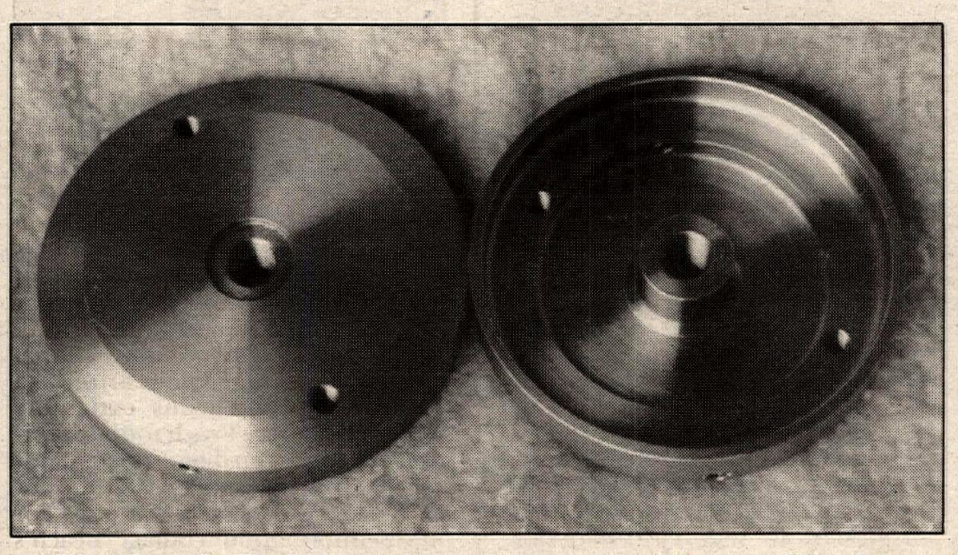
Sinisalo's machine-washable sport glove features a lightly padded synthetic leather palm, foam-filled padding on the back, Velcro closures and a one-year warranty. Available for a suggested retail price of $24.95 from your local dealer, or contact Sinisalo, Dept. CN, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355, 800/222-4296 (U.S.) or 805/257-0474 (CA).

Let Santa help your favorite Harley rider dress up his machine with the lighted front bumper from Custom Cycle Accessories. The bumper mounts onto stock FLH, FLT and FLHT models comes with an amber strip light for a suggested retail price of $139.51. For more information contact Custom Cycle Accessories, Dept. CN, 29110 Anderson Rd., Wickliffe, OH 44092, 216/585-2200.

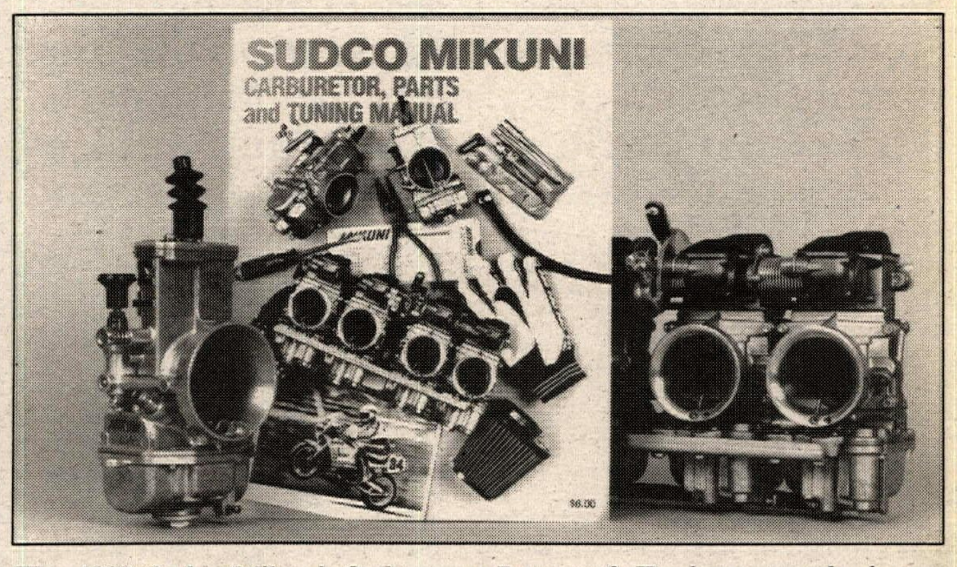
Mike Corbin's saddle with optional passenger backrest for the Suzuki 1100 Katana is built from a fibertech baseplate and moulded urethane space foam padding. Available to match your specific model in black/burgundy/gold or black/blue/gold. Suggested retail price for the saddle only is $196.00 and $96.00 for the passenger backrest. For more information contact Corbin, Dept. CN, 123-C Lee Rd. Box 1562, Watsonville, CA, 95077-1562, 800/538-7035 (U.S.), 800/662-6296 (CA) or 408/728-0169.

Blendzall claims that their two-stroke #460 Racing Castor removes carbon deposits, mixes with all fuels without separating, offers faster starts, increases horsepower and provides longer engine life. Available at your local dealer, or for a free sample and the name of your nearest distributor, contact Aervoe-Pacific Co., in Gardnerville, Nevada at 800/227-0196 or 614/366-7180 collect.

Pro-Tec/DBP will machine the cylinder head of your Yamaha YZ490 and provide you with a jetting kit consisting of a needle jet, jet needle, main jet and pilot jet that they claim will reduce detonation and engine temperature, provide better carburetion, increase gas mileage and smooth out power delivery. Cylinder head modifications run $55.00 and the jetting kit $26.00. Send your head and carb throttle valve to Pro-Tec/DBP, Dept. CN, 282 Gemini Ave., Brea, CA 92621, 714/738-0631.



Steahly's Superfly flywheel weights quickly attach with no modifications to stock flywheels in most late-model Japanese MX bikes to help smooth power delivery and reduce stalling. Available for $64.95 from Steahly Products, Dept. CN, 9950 Bull Run Rd., Corbett, OR 97019, 503/695-2417.




The 1989 Sudco/Mikuni Carburetor, Parts and Tuning manual gives a complete description of all aftermarket Mikuni carburetors, how they work, a complete parts list breakdown and tuning tips. The 90-page book covers all applications from street to dirt and is available for $6.00 plus $2.00 postage and handling from Sudco International, Dept. CN, 1824 E. 22nd St., Los Angeles, CA 90058, 213/747-5173. •

Gary Jones (25) leads Rex Staten (1R) and Danny LaPorte (193) at the start of the Vet Pro class.

David Lynch (131) got the jump on Ken Erb (E27) and John Anderson (33) in the Over 25 Intermediate class, but Erb got by for the win.

# Fun for old and not so old guys at Vet Championship MX

**By Nate Rauba**
**Photos by Kinney Jones and Rauba**

PERRIS, CA NOV. 6

I felt kind of funny sitting there on the line, waiting for the first moto to start at the White Bros. World Veteran Championships at Perris Raceway. Only 25 years of age and a veteran? Well, I have been racing for 10 years now, but my editor kept ribbing me all week about that one.

"I thought you had to be at least 30 to ride the Vet class," he kept saying. "I can't believe it, they keep lowering the age every year."

And the Vet classes keep growing every year, too. It's a class that's growing so quickly that the White Bros., Tom (a vet racer himself) and Dan, decided that the veterans needed a special, classy event just for themselves.

"There's not much for people in the veteran age group," said 31-year-old 1982 250cc MX World Champion Danny LaPorte, who was on hand to compete in the Vet Pro class. "We've been neglected."

But more people will take note as the class continues to grow and they realize that the vets comprise a big place in the motorcycle marketplace. For it is the older vet riders who can often most afford the new bikes and gear to go with it. But not everybody was on new machinery. There were a few, like the guy unloading the new Hondas with the tags still dangling from the clutch levers, but it seemed like a lot of riders were satisfied to compete with year-old or older bikes.

The White Bros. were afraid that they wouldn't get a large turnout, especially with several other big local events taking place simultaneously in the same region. Even the track owner didn't give them much hope, said Tom White, when he said they'd be lucky to get 150 riders.

"We made a bet," Tom said between his Vet Expert class motos. "For every entry over 200 he'd pay me one dollar, and for every one under 200 I'd pay him a dollar."

Tom White was the winner and raked in nearly 150 bucks since there were close to 350 entrants posted. White added an extra $100 to the Vet Pro class purse and figured he'd use the rest for dinner.

And it was good to know there on the line that I was in the first division of the second-largest class of the day, the Over 25 Novices. Only the Vet (30-40 year-olds) Novice class had a few more entries at 60.

Although I may have been one of the youngest riders there, I felt, and I'm sure many others also, like I was much older after two motos on a very rough and demanding Perris course. But although sore and a little battered, I had a lot of fun, just like practically everyone else there. In fact, some guys in the Vintage classes had so much fun that they didn't even make any fuss about being disqualified for having bikes that were a little too new.

Charley Starr went 2-1 in the Vintage Novice class, but he didn't mind handing the overall win to John Boote when he was disqualified because his Kawasaki didn't meet the rules.

"I haven't raced in a few years and I just turned 30 so I'm just happy to be out here and don't care that I was disqualified because I had so much fun and . . ." Starr went on and on, his enthusiam showing in his smile.

Perhaps the rider who had the most fun of all was 34-year-old Rex Staten, since he won the Vet Pro class and ended up being paid $300 for his day of fun.

Sunwest Yamaha/Yamaha International/Bell/Gear Racewear-sponsored Staten began his day with the holeshot in the first Vet Pro moto. Warren Reid was right behind until Mark White did a giant swapper and took Reid's front end out. LaPorte started fourth and worked his way to second on the first lap. But Staten was already a few seconds clear of the pack and would stretch his margin over LaPorte to more than five seconds at the finish. Gary Jones put on a hard charge to move into third just past the halfway point of the eight-lap moto, while Reid came back from last to claim fifth behind Clark Jones.

Gary Jones put his ATK out front to start moto two followed by Clark Jones, Staten and LaPorte. The four riders stayed in a tight group for most of the first lap until Jones fell. Staten had moved into the lead by lap two with LaPorte following him around Clark Jones, and the two riders quickly moved away.

As Staten and LaPorte waged their battle for first, 125cc World Champion Jean-Michel Bayle, riding on exhibition status creeped up behind and mixed it up with the two for the spectators.

LaPorte stayed right with Staten until the halfway point of the shortened race, then Bayle slipped by and LaPorte backed off the pace.

"I wanted to pass Staten, but my arms pumped up so bad and I couldn't," said LaPorte. "Rex isn't easy to get around, either."

Bayle found that out as he rode in Staten's wheel tracks for a while before Staten let him go.

"I heard him on my tail," said Staten, "but I wasn't going to let him by. One time I slowed way up in a corner and he hit me; there're tire marks all over the swingarm."

Staten was able to cruise to the official win a few seconds ahead of LaPorte. Mark White spent much of the race in third while Gary Jones passed Clark Jones on the last lap for fourth and third overall.

Despite the presence of Bayle, neither LaPorte nor Staten were upset that he was racing with them.

"He pushed both of us," said LaPorte. "It helped to put on a show."

"I didn't worry, I knew he was there and I just tried to hold him off," Staten said. "I got used to it."

Rod Richardson took the lead on the first lap and held it all the way to take the first Vet Expert class moto. Jon Miller rode a lonely second while Kinney Jones tired and was passed for third by Greg Winters late in the race.

Moto two was a race-long duel between Miller and Richardson. Miller took the lead on the first lap but Richardson stayed with him for a lap, dropped back slightly then moved in at the end. Miller held him off for the win.

Winters took third again while Kirt Goldie, assisted by Over 25 Expert class winner Willy Musgrave, held off a late charge from Jones for fourth.

The Old Timers MX Club was also a part of the White Bros. show, and Kurt Sofka led the first Amateur class moto from start to finish. Sam English spent the entire moto in second and at one point came under fire from Gale "MX Mom" Webb until Webb tired and backed off the pace.

English controlled moto two as Britt Wuest moved around Sofka for second. All three riders crossed the finish line very close and in the same order, but Wuest wasn't officially scored since he was still being initiated as a new member. So Sofka got second and second overall behind English while Webb rode to another third and the same overall.

Steve Gordon jumped out in front of the Vet Novice Division III class and led Mark Thomas for half the race. That's when Gordon crashed and dropped back in the pack, giving Thomas the lead which he would keep to the finish. John Ritchie held second until the last turn when Jim Stentz set him up and made the pass.

Gordon grabbed the holeshot again in moto two but was passed on the first lap by Steve Vincze. Vincze led for a lap before he fell off the pace, then Stentz moved up to take the lead and eventual win. Tim Mink passed Gordon late in the

race for second, while Henry Cobb nabbed fourth and second overall behind Stentz with 4-4 finishes. Ritchie was fifth and third overall.

In the Vintage Expert class Gary Rabe captured the overall victory without winning a moto. In the first round Willy Musgrave took the lead from Tim Tolleson on the first lap but then dropped his Puch and couldn't get it restarted. Tolleson took over from there while Rabe worked his way up from the back of the pack for second.

In the second round Tolleson got the early lead over Rabe and Musgrave, but it wasn't long before Musgrave was out in front and pulling away. Rabe passed Tolleson on lap two and from there the order was set. Musgrave was another of the vintage racers to be disqualified, but even without the disqualification Rabe would've gotten the overall win.

White Bros. also made the Over the Hill Gang part of the Veteran Championships and in the Intermediate class Jingles John moved by Skabby Skip early in the first moto and went on to win. Skip fell back further as a close duel between Reject Randy, Gary Willison and Jugs Joe moved by. After shuffling positions the order at the finish behind John was Willison, Randy and Corroded Carlos moved by Joe late in the race for fourth.

In the second moto Randy got the early lead but soon surrendered it to Willison, who marched on for the win and overall victory. Joe finished the moto second, but it was John who was second overall after finishing the moto third. •

## Results

OVER 25 NOV D-1: 1. David Biesiada (Yam); 2. Joe Crouch (Kaw); 3. Nate Rauba (Suz); 4. Bryan Holdren (Hon); 5. Andy Barth (Suz).

OVER 25 NOV D-2: 1. Brian Allen (Cag); 2. David Ivory (Hon); 3. Ed Vitelli (Suz); 4. Patrick Markham (ATK); 5. Frank Villa (Hon).

OVER 25 INT: 1. Ken Erb (Suz); 2. Troy Lee (Kaw); 3. Steve Piattoni (Suz); 4. David Rosen (Hon); 5. John Anderson (Hon).

OVER 25 EX: 1. Willy Musgrave (ATK); 2. Brad McLeod (Hon); 3. Mark Johnson (Suz); 4. Jeff Kaplan (Hon); 5. Carl Alessandro (Kaw).

VET NOV D-1: 1. Mark Stroup (Hon); 2. Randy Skinner (Suz); 3. Charlie Muraoka (Hon); 4. Mike Costello (Kaw); 5. David Procida (Suz).

VET NOV D-2: 1. Mike Nowicki (Hon); 2. Jim Divorio (ATK); 3. Greg Bebeck (Yam); 4. Dale Pickard (Yam); 5. Dale Ligon (Suz).

VET NOV D-3: 1. Jim Stentz (Yam); 2. Henry Cobb (Hon); 3. John Ritchie (Hon); 4. Mark Thomas (Hon); 5. Tim Mink (Hon).

VET INT D-1: 1. John Slingerland (Hon); 2. Paul Tamorie (Hon); 3. Christopher Bergeson (Yam); 4. Steve Donavan (Hon); 5. Mark Mathers (Hon).

VET INT D-2: 1. Gary Sherohman (Suz); 2. Mark Granberg (Hon); 3. Scott Wallenberg (Yam); 4. Todd Peterson (Yam); 5. Peter Allison (Hon).

VET EX: 1. Jon Miller (Kaw); 2. Rod Richardson (Kaw); 3. Greg Winters (Hon); 4. Kinney Jones (Hon); 5. Kirt Goldie (Hon).

VET PRO: 1. Rex Staten (Yam); 2. Danny LaPorte (Kaw); 3. Gary Jones (ATK); 4. Clark Jones (Yam); 5. Mark White (Yam).

OVER 40 NOV: 1. Randy Smith (Hon); 2. Jerry Young (Hon); 3. Fred Cox (Hon); 4. Billy Ydiando (Cag); 5. Jim Sundahl (Hon).

OVER 40 INT: 1. Alan Kent (Hon); 2. Rick Kelley (Hon); 3. Gary Doggett (Kaw); 4. James Dills (Yam); 5. Gale Webb (Hon).

OVER 40 EX: 1. Alan Olson (Kaw); 2. Jody Weisel (Hon); 3. Gary Peak (Yam); 4. Buster Lawrence (Yam); 5. Mike Lambert (Kaw).

OVER 50: 1. Ron Way (Hon); 2. Marvin Olson (Yam); 3. Lyle Ottele (ATK); 4. Bob Millner (Hon); 5. Tom Bannon (ATK).

OT AM: 1. Sam English (Hon); 2. Kurt Sofka (Suz); 3. Gale Webb (Hon); 4. James Dills (Yam); 5. Fred Kalmick (Hon).

OT NOV: 1. David Metz (Kaw); 2. Pete Klassen (Hon); 3. Larry Kirsch; 4. John Webb (Hon); 5. Manuel Serrano (Hon).

OT MSTR: 1. Alan Olson (Kaw); 2. Ken Ratzloff (Hon); 3. Rick Kelley (Hon); 4. Marvin Olson (Yam) 5. Jody Weisel (Hon).

OT EX: 1. Gary Doggett (Kaw); 2. Gary Willison (Kaw); 3. Buzz Moeller (Hon); 4. Richard Bealer (Yam); 5. Asker Larnkjaer (Suz).

OTHG AM: 1. Bob Clark (Yam); 2. Fractured Francis (Hon); 3. Panic Paul (Hon); 4. Maggot Mark (Hon); 5. Mercedez Mike (Hon).

OTHG NOV: 1. Too Too Tim (Hon); 2. Jippo Jim (Hon); 3. Dump it Dan (Suz); 4. Roy Harvey (Hon).

OTHG INT: 1. Gary Willison (Kaw); 2. Jingles John (Hon); 3. Jugs Joe (Hon); 4. Corroded Carlos (Hon); 5. Reject Randy (Hon).

OTHG EX: 1. Greg Winters (Hon); 2. Suicide Scott (Hon); 3. Ripoff Robin (Suz); 4. Movin on Marino (Suz); 5. Restless Randy (Hon).

VINT NOV: 1. John Boote (Yam); 2. Pat Hampton (Hon); 3. Lanny Jay (Mai); 4. Randy Russell (Yam); 5. Rod Krikbride (Hon).

VINT INT: 1. Steve Dunlap (Hon); 2. Tom Smith (Hon); 3. Charles Beck (Oss); 4. Jim Keeton; 5. Steve Pyle (Yam).

VINT EX: 1. Gary Rabe (Hus); 2. Tim Tolleson (Yam); 3. Duane Quale (Suz); 4. Chris Carter (CZ).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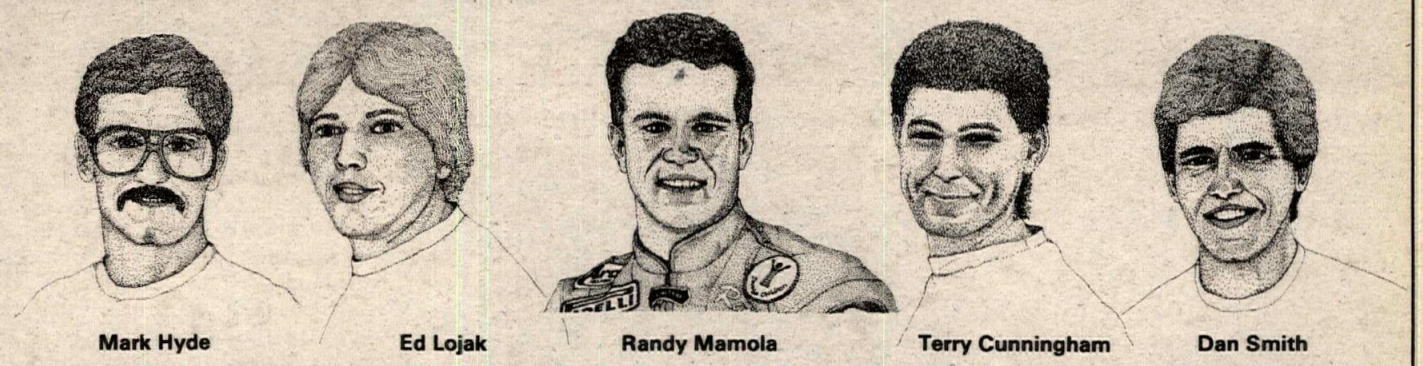


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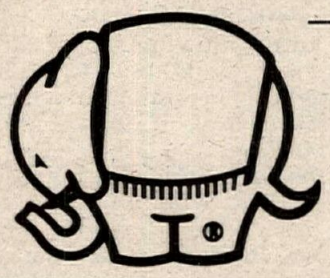
**Final Series Standings**
1st 250cc
**ED LOJAK** — 250 Husqvarna
1st Senior A
**TERRY MEALER** — 250 Cagiva
1st S/Senior
**CHARLES GALBRAITH** — 430 Husqvarna
1st 250cc B
**STEVE EZELL** — 250 Cagiva

**AMA/CCS SUPER TWINS**
Expert National Champion
**JIMMY ADAMO** — Ducati 851
Novice National Champion
**MIKE EMORY** — Ducati F-1

**VERMONT STATE MX CHAMPIONSHIP**
1st 250cc/Open Amateur
**TRAVIS McALLISTER** — 250 Cagiva
2nd 125cc Novice
**GREG RUETZLER** — 125 Cagiva

**OREGON OMRI CROSS COUNTRY SERIES**
Series Champion O/A
**RICK BOZARTH** — 430 Husqvarna



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Suzuki-mounted Ty Davis was the big winner at the Barstow GP by topping Sunday's Expert/Intermediate race.

# Davis sails to Barstow GP win

**By Donnetta and Bob Murray**

BARSTOW, CA, NOV. 5-6

Motocross skills paid off for Suzuki factory rider Ty Davis as his high speeds earned him the overall win in Sunday's Expert/Intermediate race at the 4th Annual Barstow Grand Prix hosted by the Prospectors M.C.

More than 700 riders competed in the two-day event staged on the grounds of Barstow College.

The first wave of riders in the Expert/Intermediate class, all on Open bikes, was led by Chris Crandall, aboard an ATK. Crandell kept the lead through the first two 90 degree turns on the asphalt and onto the long paved straightaway where the bikes accelerated as high as 80-plus miles per hour.

As the Open bikes entered the motocross section of the race course, the second wave of 250cc Expert riders were already charging down the straightaway with the 125cc pilots nipping at their heels.

As one after another wave of Expert riders flew over the jumps and around the berms, the motocross section turned into a bowl of thick dust.

First rider into the sand wash and onto the desert section of the course was Crandall, immediately followed by Brian Nevestich and Cliff Thomas, both on Yamahas. Nevestich lost his second place standing when his fuel line came loose and he had to stop to reconnect it.

Leading the 250cc bikes through the motocross were Tim Winslow, Davis and Honda rider David Alford.

Picking off riders one by one, Suzuki's Davis reeled in the leaders. About a half-mile before the last desert check, he found himself neck-in-neck with front-runner Thomas. In that half-mile, the lead changed three or four times.

"I was mainly racing for the Open desert points," said the Michelin Tires/Dick Allen Yamaha/ICRC/PSI Pipes/GA Racing/Pam and Loren-sponsored Thomas. "We diced back and forth right before the last check, but then he went ahead. That guy goes too fast. I didn't want to kill myself."

Davis may have been going fast, but Thomas was only 30 seconds behind him the second time through the motocross section. Once the top duo was back into the desert terrain, Alford, riding a 250cc Honda, Tom Willis, mounted on a Husqvarna, were next on the spectator's scene.

Early leader Crandall had dropped back to fifth position following the first lap. This was Crandall's first competition since a serious accident over two years ago. A broken femur with complications has kept him out of action.

"I want everyone to know 'The Man' is back and the ATK will contend at B-to-V," said Crandall, who is backed by EP Performs and ATK.

By the beginning of the third loop, 125cc rider Malcomb Brix, who had hit the curb flying around the second asphalt turn following a bad start, was moving up in the pack. The Suzuki of Van Nuys-sponsored rider had worked himself into eighth overall position.

Into the fourth lap through the desert, Willis, who admitted to having been a "bad boy" the previous week by not getting enough sleep, was feeling tired and sick (he ate 45 minutes before his race). Kawasaki riders Grant Palenske and Kenji Gauthier passed him.

"When I saw Gauthier leaving the pits before me, all of a sudden I was feeling better," said Willis. He was back to true form by the water hole in the motocross, catching up to Kenji as they sailed over the mud and passing him on the next jump. Willis, who is sponsored by Eric's Motorcycles/O'Neal/Thick and Thin Racing, also got past Palenske who started breathing down Willis' neck during the final lap, spurring Willis on to his eventual fourth-place finish.

Davis won the race by a wide margin and seemed hardly out of breath following the six grueling laps of asphalt, motocross and desert terrain.

This course was a lot rougher and more technical than I'm used to," said the Suzuki/Bel-Ray/MS Racing/Trick Gas/Bret Leef Tuning-sponsored competitor. "You had to be in better shape. It was real rough, the way I like it. I came out here to train for B-to-V, get in shape and have some fun."

Second across the finish line was Thomas, happy with his Open Expert first-place position. Alford, who held his third place spot to the end, claimed the course was rough and long, but a lot of fun. Willis was fourth, pushing by Palenske in fifth, while Nevestich and Crandall were next to pass the checkered flag. Gauthier, Winslow and Brix filled out the top 10 finishers for the race.

Bobby Owens had his share of problems, including losing his brakes, but hung in there to ride his Honda over the finish line as the first 250cc Intermediate.

Steve Bainter piloted his new 125cc Cagiva to a first 125cc Intermediate finish and a great birthday present for himself (he turned 24 Sunday).

Saturday's Unclassified race, the first event of the GP was won by Rodney Brand, riding a 1985 Honda 500. Brand led the race wire-to-wire and wasn't really challenged until the last lap. By the end of the second loop. Davis was able to pass fallen Yamaha rider Mike Baker. He was still trailing Brand by a minute and 15 seconds. A pit stop for Brand narrowed that lead to around 30 seconds, while Baker fell off the pace.

"It was very challenging out in the desert," commented Brand. "In fact, it was frightening at times with the rocks and ledges." he added that his stone stock suspension was not handling well, causing his hands to come off the bar throughout the race.

When asked if he had any strong challenges for the lead, he answered, "I didn't want a challenge. I'm in no shape to die for anyone."

The top five order across the finish line was Brand, Davis, Baker, Nevestich and Randy Morales.

The Vet race Sunday morning saw Kawasaki pilot Dan Dawson lead his competitors through the asphalt and motocross sections of the race. Dawson said goodbye to his lead when he experienced mechanical difficulties out in the desert, allowing Husky-mounted Mike Mulconery and Gary Scheidler, on a Yamaha to pass him just before the last check. Mulconery had command of the lead heading into the second lap of the motocross. Thirty seconds behind was YZ250 rider Mike Sixberry, who had advanced quickly from a second wave start and had moved from 16th to second place in the ranks during the previous lap. Mulconery hit a ditch going out into the desert again, allowing Sixberry to pass him.

Sixberry found the going much easier once he passed Mulconery - no dust. He had a 48-second advantage over the Husky rider by the end of the second loop, stretching his lead to nearly two minutes heading into the fourth lap.

Sixberry's laps were going so fast, the Prospectors extended the Vets race to six loops instead of five as in the previous races. This posed a problem for Open class leader Mulconery, who ran out of gas on the final loop and had to push his bike into home check, finishing out of contention. Although Mulconery had stopped for fuel during the race, his crew had neglected to open the valve on his dump can leaving him with the false impression that he had a full tank.

Sixberry had plenty of time to rest before his nearest competitor finished the race.

Jim Eveland crossed the finish line second overall and second 250cc on his Yamaha. Scheidler was first Open bike to finish as well as third overall. Mark "Mongo" Mangold noted that strong winds cleared the

dust throughout the course making it a much easier ride than it could have been. He rode his Honda to a fourth-place finish followed by John Tobin on a YZ250.

Jerry Stevens, first Vet 250cc Intermediate to cross the line, added that he thought the course was the best he had ridden at Barstow — a true grand prix.

It was a mixed bag of contenders in Saturday's second race as Seniors, Super Seniors, Women and Minis took their positions on separate rows at the starting line.

Senior 250cc Expert rider Dave Kersting whizzed through the first turn to take a lead he never gave up. The Kawasaki pilot nearly flipped his bike over on the first set of double jumps in the motocross, but it was clear sailing from there on.

"The start was a little hairy and it got a little squirrely in the dust," noted Kersting. "The course was marked well though. The last loop was tougher, as I was trying to lap the slower riders."

Ron Hall moved up from fourth to second place by his second trip through the motocross, the slot he was to finish in.

"It was a fun course," said the 250cc Suzuki rider. "Other than overshooting a few turns, I didn't have any problems. I started out poorly and had to overtake several riders. But I never even saw Dave (Kersting). My crew said he was three-and-a-half minutes ahead of me on the next-to-last loop."

Third overall and first Super Senior was Al Guzman, aboard a 125cc Kawasaki, followed at the finish line by Larry Gorden on a 250cc Kawasaki and Yamaha YZ490 pilot Gary Garland.

Perennial Women's Expert winner Vicki Scott put another notch on her belt Saturday. After meeting the ground just out of the motocross section of the first loop, she had her work cut out for her with three women passing the downed rider. Scott jumped back on her Kawasaki and was shortly in the lead again to take another checkered flag. •

## Results

UN/CLFD: 1. Rodney Brand (Hon); 2. Ty Davis (Suz); 3. Mike Baker (Yam); 4. Brian Nevestich (Yam); 5. Randy Morales (Yam).
SR 250 EX: 1. David Kersting (Kaw); 2. Ron Hall (Suz); 3. Larry Gorden (Kaw); 4. Phil Haskell (Hon); 5. Monte Lee (Yam).
SR OPEN EX: 1. Gary Garland (Yam); 2. Ron Paproski (KTM); 3. Jim McMullin (Kaw); 4. Tank Underwood (Hon); 5. Jack Monger (Hon).
S/SR EX: 1. Al Guzman (Kaw); 2. Curt Horst (Kaw); 3. Dennis Davidge (KTM); 4. Lee Elias (Hon); 5. Jim Main (Yam).
SR OPEN INT: 1. Rick Claypoole (Yam); 2. Clarence Willis (Hus); 3. Alvin Hall; 4. Mike Condit; 5. George Erl (Hus).
SR 250 INT: 1. Robert Gates; 2. Jim Smith (KTM); 3. Mickey Alzola.
S/SR INT: 1. Jerry Harpole (Hus); 2. Ellis Burman.
SR OPEN NOV: 1. Tom DiDomenico; 2. Donald Kadler (Hon).
SR 250 NOV: 1. Jerry Valdez (Yam).
S/SR NOV: 1. Dick Matthews.
SR OPEN BEG: 1. Steve Peters.
S/SR BEG: 1. Terry Brueske (Hon).
WMN EX: 1. Vicki Scott (Kaw).
WMN INT: 1. Glenda Jackson.
WMN NOV: 1. Janene Vigar.
WMN BEG: 1. Kimberly Milewsky
OPEN NOV: 1. Butch Baum; 2. Bob Clifton (Yam); 3. Rob Shaeffer.
250 NOV: 1. David Harman (Kaw); 2. Chris Stewart (Yam); 3. Steve Wellhart (Suz).
125 NOV: 1. Frank Beach; 2. Chris Meyers.
OPEN BEG: 1. Richard Ross.
250 BEG: 1. Luis Asher.
125 BEG: 1. Steve Kanka.
VET 250 EX: 1. Mike Sixberry (Yam); 2. Jim Eveland (Yam); 3. John Tobin; 4. Dale Conner; 5. Jeff Jackson.
VET OPEN EX: 1. Gary Scheidler; 2. Mark Mangold; 3. Dave Jensen.
VET 250 INT: 1. Jerry Stevens.
VET OPEN INT: 1. Ken Ehlers; 2. Dale Linek; 3. Robert Dunlop.
EX/INT O/A: 1. Ty Davis (Suz); 2. Cliff Thomas (Yam); 3. David Alford (Hon); 4. Tom Willis (Hus); 5. Grant Palenske (Kaw).
250 EX: 1. Ty Davis (Suz); 2. David Alford (Hon); 3. Grant Palenske (KawO; 4. Kenji Gauthier (Kaw); 5. Tim Winslow.
OPEN EX: 1. Cliff Thomas (Yam); 2. Tom Willis (Hus); 3. Brian Nevestich (Yam); 4. Chris Crandall (ATK); 5. Abe Baumann.
125 EX: 1. Malcomb Brix (Suz).
250 INT: 1. Tony Modica; 2. Bob Owens (Hon); 3. Brad Fay (Yam).
125 INT: 1. Steve Bainter (Cag).
PRO: 1. Ty Davis (Suz); 2. Kenji Gauthier (Kaw).


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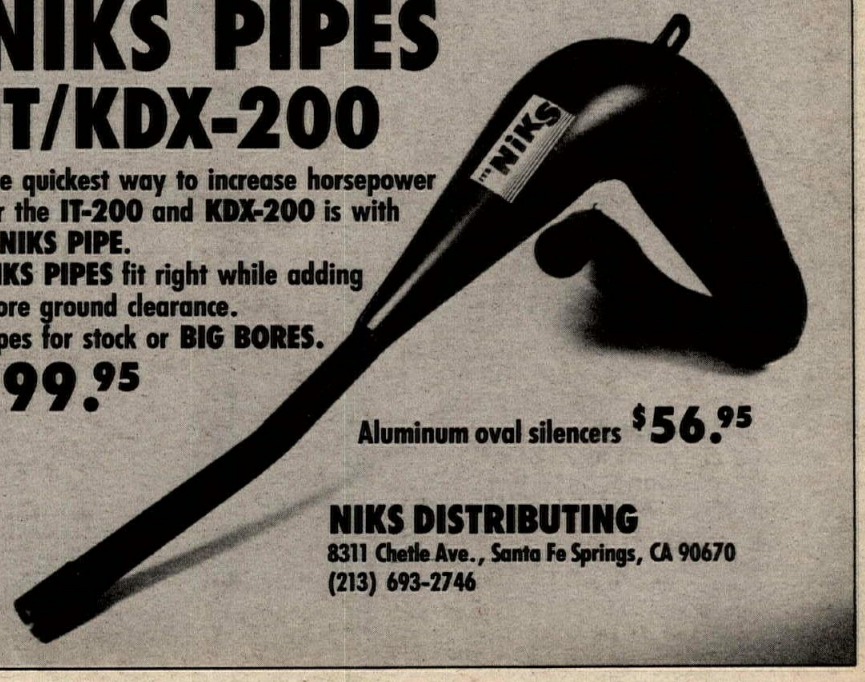


Jeff Russell picked up the first place trophy after winning his first National of the year at the Bitter End Enduro in Illinois.

Snow and freezing cold temperatures fired up Russell. He finished second overall in the final championship point standings.

Former National champ Terry Cunningham piloted a Cagiva 250 to second overall, finishing one point back of Russell.

**AMA National Championship Enduro Series: Final Round**

# Russell sweetens the Bitter End National

**By Merle Acord**

MORRISON, IL, NOV. 6

## Team Yamaha Racing's Jeff Russell, riding a Yamaha YZ250, dropped 24 route marks through 12 secret checks and 12 observations for the overall honors at Brush Poppers

M.C. National Bitter End Enduro.

Team Husqvarna's Terry Cunningham, on a Cagiva 250, was one minute back with a total of 25 lost marks for second overall.

The course was 113 miles long, using four resets totaling 13.4 miles, and a clever trail layout so that the first and third gas stops were located at the same spot. Bob Brandon, President of Brush Poppers M.C. presided over the four layout crews, captained by Terry Gerkin, Glen Sedig, Larry Sumptions and David Stuart.

Brandon said, "We have everything out there that you can find in the Midwest; woods, open fields, hills, water crossings and it's enduro all rideable. We run over private land and I can't begin to thank the 50-plus farmers who made this run possible, but I would like to try."

There's a little known and seldom enforced rule for the AA riders with the general interpretation of, if you don't pre-enter you forfeit the 20 to 40 minute row riding priviledge. Simply put, it means that without pre-entry when the AA rider leaves the line he is in the hands of "the luck of the draw." The Brush Poppers enforced the rule and 1987 National Enduro Champion Kevin Hines drew the third minute first row, number 103.

"I won't have any trouble," said Hines with tongue in check. "The club said they had plenty of arrows out there, and I couldn't miss the trail."

It didn't matter to Hines how well it was arrowed, for his KTM 350 ignition went out between the second and third gas stops and Hines had a long walk in.

Russell, riding on minute 26, left the line with spitting snow being

Randy Hawkins, who clinched the 1988 National Championship a week before the Bitter End, rode the new Suzuki RMX250 to sixth overall.

swirled about by 25 mile-per-hour winds and temperatures hovering just above the freezing level. "It wasn't too bad in the woods," said Russell. "I even worked up a little sweat, and being a little wet made it a little chilly on the roads. This run and the one last week in Louisiana have been the best of the year. Maybe we should have a first time club put on all the runs."

Cunningham matched Russell's score point-for-point and zero-for-zero except at the fifth check where TC was a few seconds on the wrong side of the flip-card and dropped four points to Russell's three. "I had a good time today," said Cunningham. "The club did a good job laying out the run. I liked the tight woods and the technical stuff, and the club mixed in enough open stuff to let you relax a bit. There were a number of sharp little uphills that you had to make hard turns at the top or crash into something. That's what I consider technical."

Matt Stavish, 1988 ISDE silver medalist, finished third overall with a score of 26 and was also High Point A rider.

Stavish said, "I haven't been challenged like this all year. I could have improved my score but I fell in the river (Rock Creek) during that last section. I dug the bike out of the mud and got started again, but I was a little upset with myself."

Team Green's Jeff Fredette with a WL&J Enterprise-prepped KDX-200, and Joe Zierman, on a Malcolm Smith/PSI/Larson Cycle-backed CR250 matched Stavish's 26 score, with Fredette getting the nod at the tie-breaker and fourth overall. Fredette and Zierman were not strangers since they both rode on the same team, the Mt. Baker Motorcycle Club, at this year's ISDE where each won gold medals.

Zierman, besides winning the 250cc A class and fifth overall, also registered the fastest time through the last 12 mile section, dropping seven points, a point better than the quickest AA.

Dave Pucharich, second-place trophy winner in the 250cc A class and riding a North Shore Honda CR250, lost the trail in the fifth section and dropped five points and raised his score to 27. Pucharich still managed a seventh overall finish. "It was a good course and well marked," said Pucharich. "I missed an arrow, and when I got back on the trail, I had lost some time. I didn't know how much, but I can see now it was too much."

Kelly Getz, riding a CR250, was third in the 250cc A class and right behind Pucharich in the overall standings. Getz tangled some barbed wire in his rear hub on the first section and lost 10 points. Double A rider Allen Randt, on a Lakeside Cycle KTM 350, also scored 28 but lost the tie-breaker.

Randy Hawkins, the 1988 National Enduro Champion, finished sixth overall with a score of 27 that included two hot markers at the ninth check.

It was a tough day for Kurt Hough, who is backed by Team Green/Malcolm Smith/Scott Goggles/Dunlop/Ghost Riders. Hough rode on minute 13 and ballooned to 31 points. Hough matched the low scores in the front part of the run but when the lower numbers either dropped out or couldn't maintain the pace after the third gas stop, Hough found himself in the position of breaking trail.

Joe Hopkins picked up the Open A class trophy with a score of 32, and he was followed by two Husky riders — Steve Narel and Jay Hall.

Dick Burleson, riding a KTM 125EX in the Senior A class, was down 43 points at the last check, but that was 16 marks better than Husqvarna-mounted Chuck Craig. Carl Sharphorn, on a KTM, was third.

Pete Wicks, on a 200cc Kawasaki, dropped 65 points for his winning effort in the 200cc A class. But a tip of the duck bill has to go to Dan Buck for his second place effort after reaching in and pulling out riding number two. Jan Jensen was third.

Vince Henneberry with a score of 80 was High Point B rider. The next closest B rider in scoring was Steve Vollman (Husqvarna) in the 250cc class with a score of 109. Mark Atherton won the Open B class by getting through the ninth check.

Honda-mounted Gary Hazel scored the Four-Stroke A class victory, while second in class went to Dave Kiesow.

Riding an air-cooled Kawasaki KDX200, AA rider Jeff Fredette (73) took fourth overall, squeaking ahead of A rider Joe Zierman.

Gale Eestefan, riding a KTM, picked up the Women's class trophy.

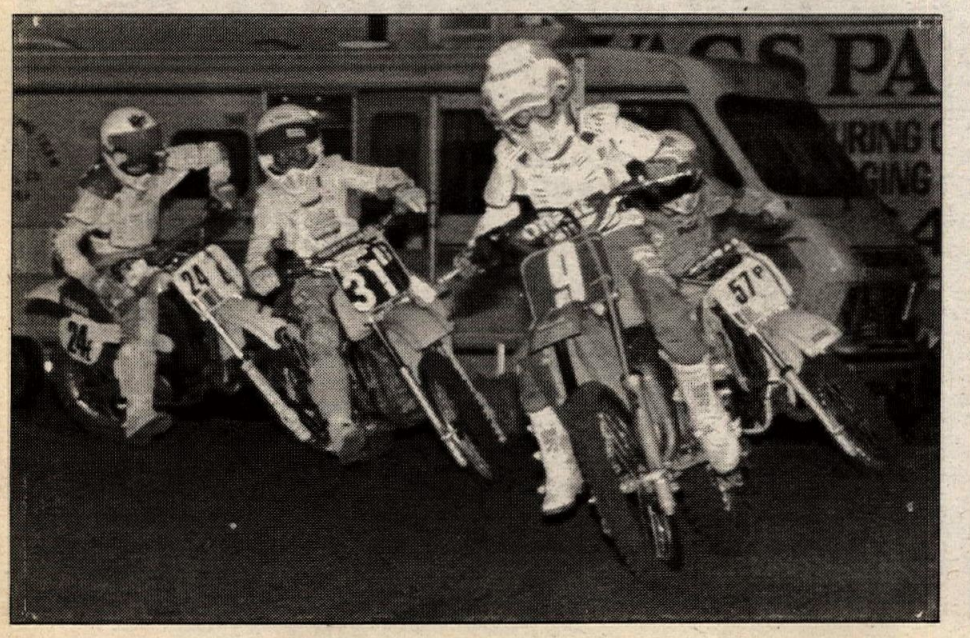
## Results

O/A: 1. Jeff Russell.
H-PT A: 1. Matt Stavish.
H-PT B: 1. Vince Henneberry.
AA: 1. Jeff Russell (Yam); 2. Terry Cunningham (Cag); 3. Jeff Fredette (Kaw); 4. Jeff Hawkins (Suz); 5. Allen Randt (KTM); 6. Dave Bertram (Suz); 7. Kurt Hough (Hon).
200 A: 1. Pete Wicks (Kaw); 2. Dan Buck (Kaw); 3. Jay Jensen (Hon).
250 A: 1. Joe Zierman (Hon); 2. Dave Pucharich (Hon); 3. Kelly Getz (Hon); 4. Gary Petersen (Cag); 5. Chuck Cannon (Hon).
OPEN A: 1. Joe Hopkins (Kaw); 2. Steve Narel (Hus); 3. Jay Hall (Hus); 4. Ron Maxey (Hus); 5. Tim Willbanks (KTM).
SR A: 1. Richard Burleson (KTM); 2. Chuck Craig (Hus); 3. Carl Sharphorn (KTM); 4. Ray Posten (Yam).
4-STRK A: 1. Gary Hazel (Hon); 2. Dave Kiesow (Hus); 3. Terry Flynn (Hon).
S/SR: 1. Farrel Lord (Kaw); 2. "Gabby" Hayes (C-A): 3. John Cygnor (Kaw).
200 B: 1. Mike Heinricks (Kaw); 2. Larry Sinclair (Kaw); 3. John Ryan (Kaw); 4. Mide Hedsel; 5. Jim Casper (Kaw).
250 B: 1. Steve Vollmar (Hon); 2. Terry Laible (KTM): 3. Ben Shafer (Hus); 4. Tim Farrell (H-D); 5. Ron Champion (C-A).
OPEN B: 1. Mark Atherton (Hus); 2. Tom Burley (Hon).
4-STRK B: 1. Norm Popel (Hon); 2. Brad Melick (Yam); 3. Jerry Melick (Hon).
SR B: 1. Ed Whitney (Kaw); 2. Jim Ross (Hon); 3. Roger McKee (Kaw).
WMN: 1. Gale Estefan (KTM).

Ron Turner won five out of six motos to capture victories in the 250, 500cc and Vet Pro classes at the Ascot Night Nationals.

Donny Maeda (10) leads four-stroke winner Jimmy Lewis (1) in the combined Adult Mini class. Maeda was fourth in the two-stroke class.

Jay Theys (9) holeshots winner Paul Ito (57P), Shawn O'Brien (31B) and Corey Austin (24E) in division one of the 80cc Beginner class.



Corey Hoeft (35) chases third-place finisher Ryan Tohill (P33) in the 50cc class. Hoeft finished fourth.

## 15th Annual CMC Ascot Night MX Nationals

# Turner takes triple wins

**By Ken Faught**
**Photos by Mike Koger and Faught**

GARDENA, CA, NOV. 4

Ron Turner won five out of six motos en route to winning the 250, 500cc and Vet Pro classes at the 15th Annual CMC Ascot Night MX Nationals, the final race of the season at Ascot Park. Turner's only loss came in the second 250cc moto as Willie Surratt came out of retirement to take the moto win. However, Surratt's poor eighth place finish in moto one allowed Turner's 1-2 score to take the overall win.

Turner's first win of the night came in the 500cc class as the Mid Cities Honda/O'Neal/Bell/NGK/Scott/Varner/FMF/Roko/Tsubaki/Pirelli/Mobil Moto-X-Repair/Renthal/Blendzall/California Gold-sponsored rider led both motos from start to finish.

In the first moto Pete Murray and Gary Sailors managed to displace Craig Hofmeister for second and third with CMC southern California number one plate holder Dan Berg taking fifth at the checkers.

Round two was a different story as Berg gated fifth, but quickly forced his way into second behind Turner where he finished ahead of Tim Lunde, Murray and Sailors. Turner's pair of perfect rides netted the overall win with Murray's 2-4 earning the runner-up position. Berg, Sailor and Lunde completed the top five.

Vet Pro class action again saw Turner lead every lap to easily take both moto wins ahead of Lunde. Carl Gazafy's second moto third-place finish was good enough to boost him to third overall, dropping Rick Johnson to fourth over Bobby Tippit.

Turner's final victory of the night came in the 250cc class where the Honda rider beat Bob Kline, Kenny Zahrt, Berg and John Posca in moto one by eight seconds. Round two saw Turner's luck take a change for the worse as Surratt powered his Yamaha to the front of the pack at the start, leading Turner by a short distance the whole race. Berg managed to shoot past Kline for third shortly before the finish with Marc Peters holding off Tim Whitlock for fifth. Turner's 1-2 tally gave him his third overall win of the night. Kline placed second with a 2-4 score, topping Berg, Surratt and Zahrt.

Jason Shirey claimed the win in the largest 60cc class of the year, topping more than a dozen riders.

In the first moto Shirey holeshot Jay Theys, Jerry Aleman, Jared Spencer and Cesar Galvez before pulling away to win the moto by

three seconds. Paul Ito charged hard through the pack to finish third behind Shirey and Theys at the checkers as Aleman and Galvez took fourth and fifth.

Moto two saw Shirey round the first turn with the lead followed by Ito, Theys, Galvez and Aleman. The only change among the top five came on the last lap as Theys dropped Ito to third. Shirey was the big winner with two perfect rides followed by Theys, Ito, Galvez and Aleman.

Chris Ridgway avoided a first turn crash in moto one of the 250cc Junior class to pick up the overall win. When the gate dropped at the start of the first moto Earl Cole shot out front, but Ridgway immediately pushed him back to second. Gary Wagner came in third at the finish ahead of Jim Carley and John Stroup.

Second-moto action saw Ridgway lead Cole, Wagner and Danny Pacheco from start-to-finish. The only change among the top five came with only two laps remaining as Carley knocked Suzuki-mounted Donny Maeda to sixth. The unbeatable 1-1 score gave Ridgway the overall ahead of Cole, Wagner, Carley and Pacheco.

Jimmy Lewis combined good starts with smooth riding to win the Adult Mini Four-Stroke class. Lewis led Ron Wood and Jeff Neal from the second the gate fell and never looked back. Andrew Buck, the winner of the 250cc Four-Wheel Pro class, finished fourth ahead of Sean Marlando.

The second moto was similar to the first except Buck swapped positions with Neal to capture third. Buck's better second moto allowed him to place third behind Lewis and Wood for the overall. Neal dropped to fourth over Marlando. •

### Results

50cc: 1. Jerry Aleman (Yam); 2. Ceasar Calvez (Yam); 3. Ryan Tohill (Yam); 4. Corey Hoeft (Yam); 5. Chris McNatt (Yam).

60cc: 1. Jason Shirey (Kaw); 2. Jay Theys (Kaw); 3. Paul Ito (Kaw); 4. Ceasar Galvez (Kaw); 5. Jerry Aleman (Kaw).

80 BEG D-1: 1. Paul Ito (Yam); 2. Jay Theys (Kaw); 3. Shawn O'Brien (Suz); 4. Tommy Thomas (Kaw); 5. Corey Austin (Yam).

80 BEG D-2: 1. Tyson Kady (Kaw); 2. Keno Deary (Kaw); 3. Robert Best (Kaw); 4. Mariano Whitlock (Kaw); 5. Eddie Chavez (Hon).

80 JR: 1. Jeff Willoh (Kaw); 2. Armando Overland (Kaw); 3. Jason Shirey (Yam); 4. Marc Lippert (Suz).

80 INT: 1. Chris Kefalas (Hon).

80 EXP: 1. Damon Huffman (Suz).

ALDT MNI 2-STRK: 1. Lance Johnson (Suz); 2. Tim Tolleson (Suz); 3. Marc Delauriers (Hon); 4. Donny Maeda (SCR); 5. Bill Colton (Yam).

ADLT MNI 4-STRK: 1. Jimmy Lewis (Hon); 2. Ron Wood (Hon); 3. Andrew Buck (Kaw); 4. Jeff Neal (Hon); 5. Sean Marlando (Hon).

125 BEG D-1: 1. Sam Hawley (Kaw); 2. Donald Upton (Kaw); 3. Danny Seyler (Yam); 4. James Standardi (Yam); 5. Neil Hamada (Hon).

125 BEG D-2: 1. Todd Zoriki (Hon); 2. Dendall Stanley (Hon); 3. Tom Hunter (Hon); 4. Mario Cano (Yam); 5. David Nickols (Kaw).

125 JR: 1. Chris Kefalas (Hon); 2. Eric Jasper (Hon); 3. Larry Early (Hon); 4. Kurt Rood (Suz); 5. Colin Couto (Hon).

125 INT: 1. Steven Kotajarvi (Kaw); 2. Matteo Coestino (Cag); 3. Daniel Bush (Hon); 4. Steve Sequierra (Hon); 5. Scott Bristol (Hon).

125 PRO: 1. Randy Moody (Hon); 2. Mike Young (Cag); 3. Jon Levey (Hon); 4. Dan Barnett (Suz).

250 BEG D-1: 1. Bill Cotton (Yam); 2. Todd Smith (Hon) 3. Dan Rudd (Yam); 4. Corey Hudson (Hon); 5. Mark Newton (Yam).

250 BEG D-2: 1. Andy Patterson (Yam); 2. Bill Britt (Yam); 3. Gilbert Willar (Suz); 4. Jim Williams (Yam); 5. Marc Deslauris (Yam).

250 JR: 1. Chris Ridgway (Kaw); 2. Earl Cole (Yam); 3. Cary Wagner (Yam); 4. Jim Carley (Kaw); 5. Danny Pacheco (Hon).

250 INT: 1. Kevin Lopa (Hon); 2. Jim Dominici (Hon); 3. James Whitehead (Hon); 4. Kelly Myers (Hon); 5. Brian Nall (Hon).

250 PRO: 1. Ron Turner (Hon); 2. Bob Kline (Hon); 3. Dan Berg (Kaw); 4. Willie Surratt (Yam); 5. Kenny Zahrt (Hon).

500 BEG: 1. Louie Garcia (Yam); 2. Scott Johnson (Hon); 3. Rich Hanson (RTX); 4. Keith Phelan (Hon); 5. D.R. McCain (Yam).

500 JR: 1. Steve Fernandez (Hon); 2. Major Alford (Kaw); 3. Bob Wagner (Hon); 4. Ron Seaman (Hon); 5. Brad Sloan (Hon).

500 INT: 1. Scott Nickerson (Hon).

500 PRO: 1. Ron Turner (Hon); 2. Peter Murray (Hon); 3. Dan Berg (Kaw); 4. Gary Sailors (Kaw); 5. Tim Lunde (Kaw).

VET JR: 1. Allen Knowles (Hon); 2. Kent Reed (Hon); 3. Mark Granberg (Hon); 4. Joe Norkin (Hon); 5. Rusty Spencer (Yam).

VET INT: 1. Kelly Myers (Hon); 2. Alan Kent (Hon); 3. John DiCiaula (Suz); 4. Robert DeGaudio (Hon); 5. Larry Forbis (Suz).

VET PRO: 1. Ron Turner (Hon); 2. Tim Lunde (Kaw); 3. Carl Gazafy (Hon); 4. Rick Johnson (Hon); 5. Bobby Tippit (Kaw).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Sunday, Nov. 20, 1988

- CZ World Championship is open to any CZ motorcycle 1976 & older. Separate classes for Juniors, Intermediates and Expert riders.
- Vintage MX races are open to any bike built in 1974 or earlier. Dust off the old Bultaco, Penton, Hodaka, TM, RM, YZ, KX or CR. C.V.R.G. rules apply.
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## 1989 Yamaha YZ250W

# Same looks, different personality

Nineteen eighty-nine is rapidly approaching and a new YZ250 is upon us — the YZ250-*W*. To the eye, the W model looks identical to the 1988 U-model, but looks are about the only thing the two motorycles have in common.

We managed to get our hands on the first 1989 *production* — not a preproduction, not a prototype — YZ250W that arrived into the country; the same model that is just now hitting the showroom floors.

The most obvious new feature on the YZ is the Kayaba upside down, or inverted, fork. It's what Yamaha calls a "fourth generation" fork, because it's gone through four completely different design changes since Yamaha began testing the inverted front suspension a few years ago.

The Kayaba fork features external compression damping adjustments, and the same type of cartridge design found in conventional forks. Wheel travel is 12 inches.

The inverted design has many advantages — rigidity is one of them. The stanchion tube diameter is actually *smaller* (41mm) than modern conventional forks (sliders on the bottom and the stanchion tubes on the top), but since there is more overlap (stanchion tubes inside the sliders when compressed) with the inverted design, there is very little flex, and less flex means more stability and control when jamming over gnarly ground, and more precise steering in the corners. Plus, since the bottom tubes no longer project below the front axle, there is no chance of catching ruts while leaned over in turns.

Since there is little fork flex more strain is put on the frame, so the frame's stress points have been strengthened. A square-section front downtube is now used, and the frame-cradle tubes are larger with a massively built-up box-section where the swingarm pivots. The rear sub-frame is now detachable and lower in the back section, giving the seat a flatter layout. The footpegs are also mounted slightly farther back.

Along with the new frame and fork is new rake and trail measurements. The trail has been increased by 1mm to 120mm, and the rake has been reduced by one degree to 27 degrees.

Not only is the frame and fork stronger, so is the swingarm. It's noticably larger and now includes more reliable push-type chain adjusters, instead of the pull-type. Attached to the swingarm is a new chain guide, which features aluminum side plates and replaceable plastic inserts. The chain roller plastic material is changed to improve durability and reduce Yamaha's famous chain slap noise.

A 19-inch rear wheel is now found on the YZ instead of the standard 18-inch wheel. Even though the rim diameter is one-inch larger, the outside tire diameter is unchanged! This is accomplished by installing a lower profile tire. In theory, by keeping the outside tire diameter the same as the outside diameter of an 18-inch tire, there is less sidewall give, or buckling, when powering out of turns, and this is supposed to improve steering control and traction.

But with the advantages comes the disadvantages. Since there is less sidewall, the innertube is more likely to get pinched and cause flats than an 18-inch tire, especially on rocky terrain. And, until the 19-inch rear wheel catches on in the industry, tire selection is going to be limited. Both rear and front tires are Dunlops.

*The 1989 Yamaha YZ250 is hightlighted by an upside down fork, a 19-*

To improve braking power, both front and rear disc brakes have double-pad calipers, and the cooling slots have been elongated to improve cooling and pad life.

Other chassis changes include new Micky Dymond-bend handlebars, which are flatter and straighter than last year's forearm-crampers. The new-style bars are now rubber-mounted.

The motor, too, got a good dose of changes. A new cylinder is used with a smaller reed block to increase gas-flow speed at low rpm and improve low-speed throttle response. A six-petal reed-valve is used instead of an eight-petal.

Porting has been altered to enhance both top-end and bottom-end response.

The YPVS power-valve has timing changes. The valve opens 250 rpm later, starting at 6000 rpm, and maxes out at 6750 rpm.

Plugs in the crank webs have been added to increase primary compression, which in turn is supposed to make power output more snappy and reduce vibration.

The Yamaha now comes with a flat-slide Mikuni 38mm TM carburetor, which replaces the old-style round-slide design. A larger airbox is used, as well as a three-times larger rubber boot between the carburetor and the airbox to improve airflow.

### Gas it!

Before we threw a leg over the new YZ, a Yamaha spokesman said, "The difference between the '88 and '89 (YZ models) is as dramatic as the difference between the '87 and '88."

Much to our surprise, he was right.

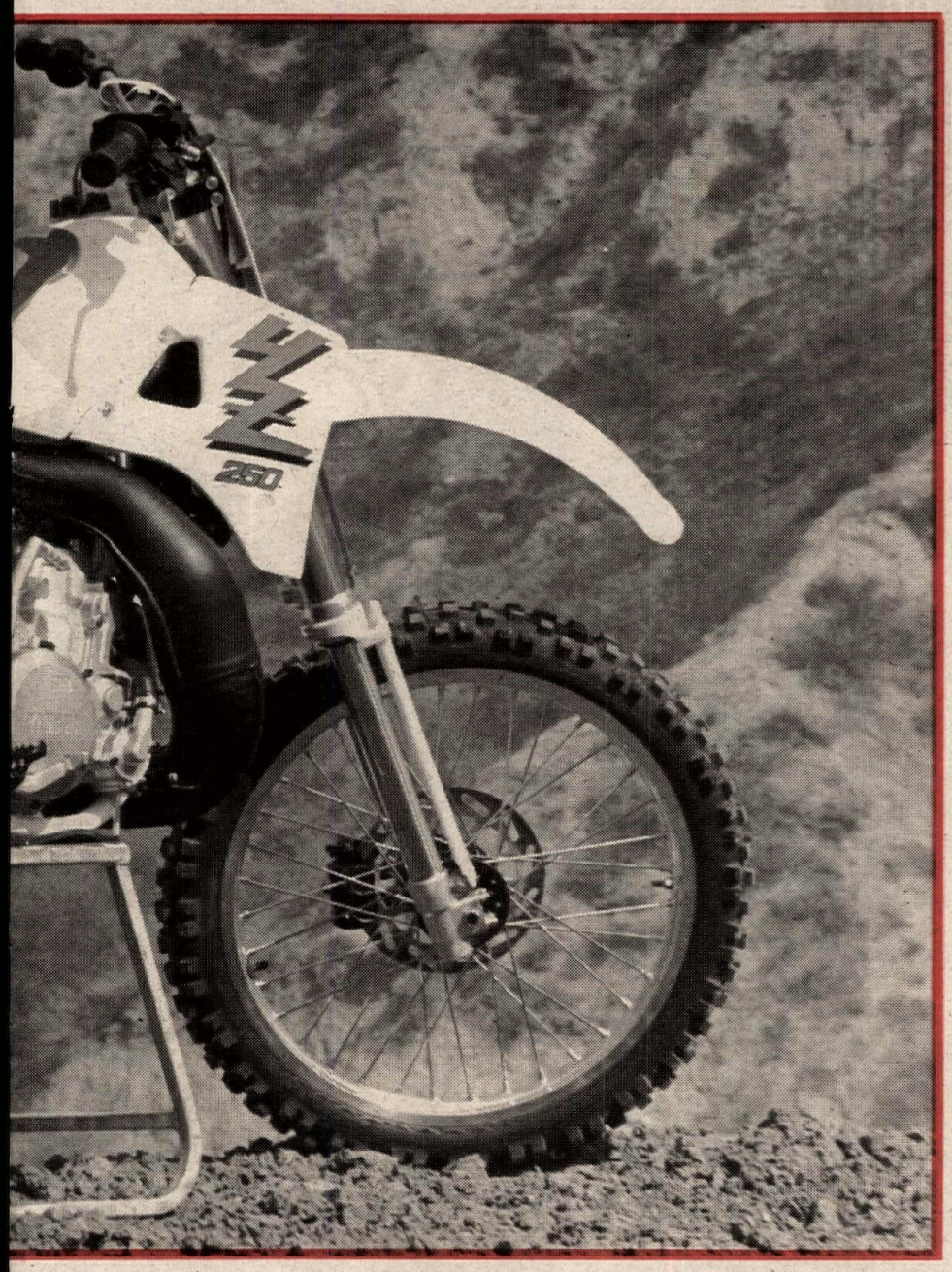
The new YZ simply has better power output and smoother suspension action than the 1988 model, and the flatter seating position and straighter handlebars improves the Yamaha's riding postion.

The biggest change is suspension, and that mainly has to do with the fork. So far, the Kayaba fork on the Yamaha is the best inverted fork we've ever ridden — modified or stock. It absorbs the hard impacts with ease, especially landing off big jumps, and still maintains the action to handle the smaller bumps without feeling stiff.

But the fork's best characteristic is handling the *slammers*, the real gnarly pounding that normaly send shock waves up the rider's arms. The Yamaha handles the hard-hitters silky smooth with no bottoming.

The only hint of shake or uneasiness emerging from the front end became evident over the smaller bumps, usually at high speed, on the brakes, and slightly leaned over approaching a turn. Sometimes the front end would twitch, requiring a tighter re-assurance grip on the handlebars, but that's about all.

By Kit Palmer
Photos by Nate Rauba



ch rear wheel and a new swingarm. It has plenty of internal changes, too.

Although the rear suspension received only minor refinements, it's enhanced by the superb fork. The inverted fork and the rear suspension work in harmony to give the Yamaha a solid, stable and secure feeling on rough ground. The rear suspension absorbs touch-downs off big jumps smoothly, and rarely swaps.

Plus the Yamaha tracks extremely well when powering out of turns. We spent most of our time with the Yamaha on a hard-packed, dried out and pot-holed-filled track, and the Yamaha hooked up surprisingly well. The rear tire stuck to the ground fairly well, but the front tire dances to a different tune. It works okay on loamy, tacky ground (but what tire doesn't?), but on the hard stuff, forget it.

The new Yamaha turns better than any YZ we've ridden. The rigid fork helps out here, as does the Micky Dymond-bend handlebars and the flatter seat. The bike is much easier to move around on, except we had real problems with the tops of our boots getting caught on the bottom corner of the seat, where it hangs down between the side panel and gas tank on both sides of the bike. Taller boots magnify the problem more than shorter boots. We eventually removed the seat cover and cut off the corner sections and rounded them off.

The motor works like the suspension — smoothly. It feels similar to last year's motor but hits a little sooner in the powerband and pulls hard and controllably. There's no harsh power surge anywhere, and the smooth-pulling motor keeps pulling hard at high rpm, but only in third gear did the motor seem to run out of revs too quickly.

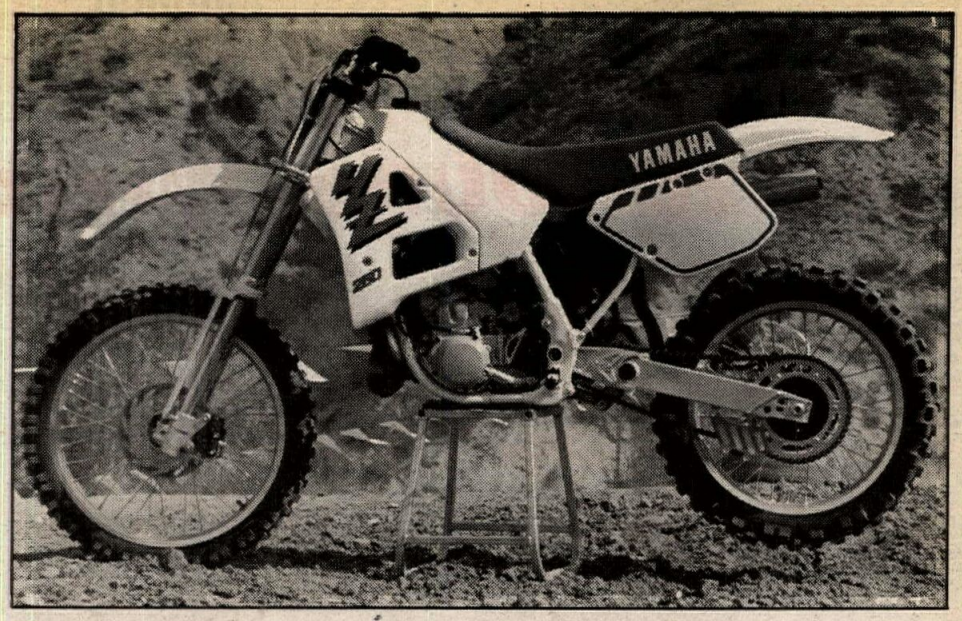
The YZ's five-speed transmission is first-rate. The shiftlever is easy to find and use, and the clutch has smooth, one-finger operation. Missed shifts were rare.

Brakes on the YZ are typical Yamaha — flawless. One finger is all that's need for the front, and the back is very progressive and powerful. We never stalled the motor, and back end hop while braking for the turns isn't anything out of the ordinary.

Basic maintainance is simple, although it's smarter to completely remove the airbox assembly to service the filter, rather than removing just the element. Dirt *will* fall into the carburetor without you knowing it if you don't.

## Well?

It doesn't take a genius to figure out that we are very impressed with the new YZ250W. The suspension is by far the best Yamaha has ever produced, and the motor has captured all the good traits of past YZs and put them all together in one sano package.

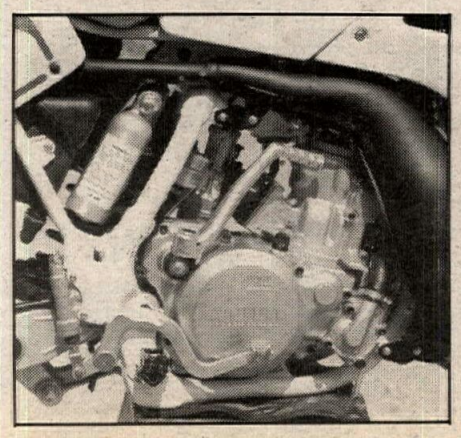


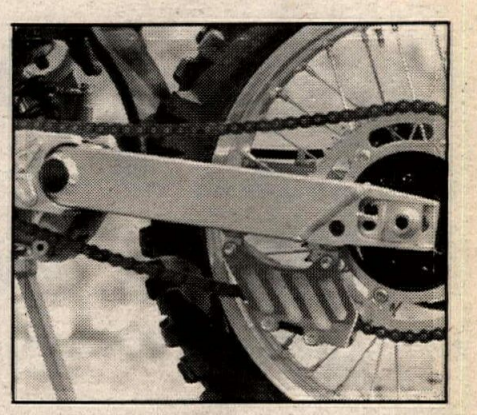
*The rear sub-frame section is lower to create a flatter seating layout. The new Yamaha will retail for $3895.*

### Yamaha YZ250W

| | |
|---|---|
| Engine type | Liquid-cooled, two-stroke, single |
| Bore x stroke | 68.0 x 68.0mm |
| Displacement | 247cc |
| Compression ratio | 10.5 to 8.4:1 |
| Carburetor | 38mm Mikuni |
| Horsepower | N/A |
| Torque | N/A |
| Starting system | Primary kick |
| Ignition | CDI |
| Lubrication | Premix |
| Primary drive | Straight-cut gear |
| Final drive | #520 chain |
| Frame | Single downtube, split double cradle |
| Rake | 124mm |
| Trail | 27° |
| Front suspension | Kayaba cartridge inverted telescopic fork |
| Fork tube diameter | 42mm |
| Front wheel travel | 12 in. |
| Rear suspension | Kayaba single shock |
| Rear wheel travel | 12.2 |
| Front brakes | Disc |
| Rear brakes | Disc |
| Front tire | 80/100-21 4PR |
| Rear tire | 110/90-19 4PR |
| Claimed dry weight | 217 lbs |
| Overall length | 85.8 in. |
| Overall width | 33.2 in. |
| Overall height | 44.3 in. |
| Wheelbase | 58.3 in. |
| Fuel capacity | 2.11 gal. |
| Ground clearance | 13.8 in. |
| Seat height | 37.4 in. |
| Colors | White |
| Retail price | $3895 |

*The new Kayaba inverted fork (above) has excellent feel. Modifications to the motor (below) have produced a wide and extremely smooth powerband.*





*A beefier swingarm (above) and chain guide are featured. Both the YZ250 and 125 (below) come stock with a 19-inch rear wheel to improve steering and traction.*

Fred Hoess dominated the Delaware State Enduro. The Kawasaki rider dropped 27 points, five better than his nearest competitor.

A Husky rider squeezes through one of Delaware Enduro Riders' favorite obstacles — an old bus. Nearly 500 riders entered the event.

# Hoess jams to Delaware State Enduro victory

**By Paul Clipper/Trail Rider Magazine**

BEAR, DE, OCT. 30

Even though he claimed he rode slower than anyone else on the course, "Fast" Fred Hoess rode quick enough to drop just 27 points over the Delaware Enduro Riders' (D.E.R.) Delaware State Enduro course, and take home the Grand Champion trophy. Hoess was a gold medalist at the 1988 International Six Days Enduro in France, two months ago.

"I couldn't do anything right this morning," he claimed, before he had a chance to compare any scores. "I just wasn't warm enough to go through those tight woods sections fast."

Warm or not, the second best time over the course was 32 points, set by local rider Brian Blanchard, and Hoess certainly wasn't complaining about the win.

This was D.E.R.'s 25th running of the Delaware Regional Enduro, and they were intent on making it a good ride. Just short of 500 riders started the event, and the first few checks kept the riders on their toes, because Trail Boss Charlie Stapleford decided to take points away right off the bat. The first three checks were back-to-back points grabbers, and for most of the riders there was little let-off even after the first three checks. The trails wound through woods and fields in the Delaware landscape, and although they all looked open and rideable, it was impossible to keep up the speed average.

Along the way, riders negotiated such classic Delaware landmarks as Pucker Peak (a cliff hanging over an abandoned sand quarry), the D.E.R. Tour Bus (the shell of a discarded bus along the route), and the infamous Sluice Trail (the only really rocky stream in Delaware). The Sluice presented the biggest challenge to the riders, since it was mossy and slick, and they had to ride it twice!

Kawasaki-mounted Hoess nailed 27 points which put him at the top of the heap, but 10 points more won the High Point A trophy, and Jimmy Franks claimed the honor on his new Honda CR. Tom Napier III scored a 53 point loss, which was the best of the B riders and netted him the High Point B award. D.E.R. has a long-standing tradition of honoring the rider who struggles the most, as well as honoring the fast guys, and their trophy for Low Score finisher went to Keith Krause, who managed to lose some 550 points along the route without houring out, making him collect the worse score of the day!

In the A class, Todd Topham topped the 125cc pilots with a 40 point loss, and John Fleck posted the best score of 43 in the 200cc A class. Paul Spampanato dropped 37 points to beat the rest of the 250cc riders, and Andy Bylsma was the best in the A Heavyweight division with a 40. Eddie Toth took a weekend off from his main pursuit of monster powerboat racing to win the Senior A class, 41 points to Scott Wolfersberger's 44. Wolfersberger is a sailboat racer, so it all stands to reason. John Smith won the Four-Stroke A class with a 52.

John Cooper, once again, won the Super Senior class, this time by a slim margin — 75 points to Bill Edmundson's 113. Kathi Cambell topped the Women's class with 99 points, and was also the only female to complete the course.

The B Lightweight winner (125cc) was Bob Sauer, who tallied to a 60 point lost, while the C class was large and heavy with points, but there was nothing in the run to hurt a Novice class rider. Ron Mohn topped the C Medium Light (0-200cc) class with 76 points.

Scores were finished and posted just an hour after the last rider was due in after the last loop, and there were no complaints or bad checks, other than one section that was hindered when four locomotives backed across a rail crossing and held things up for nine minutes. The scores were adjusted, though, and the train wandered back down the tracks and out of the riders' way.

Good comments about the run were everywhere, while riders waited for the scores. And, as they waited, D.E.R. raffled off a ton of door prizes donated to the event. •

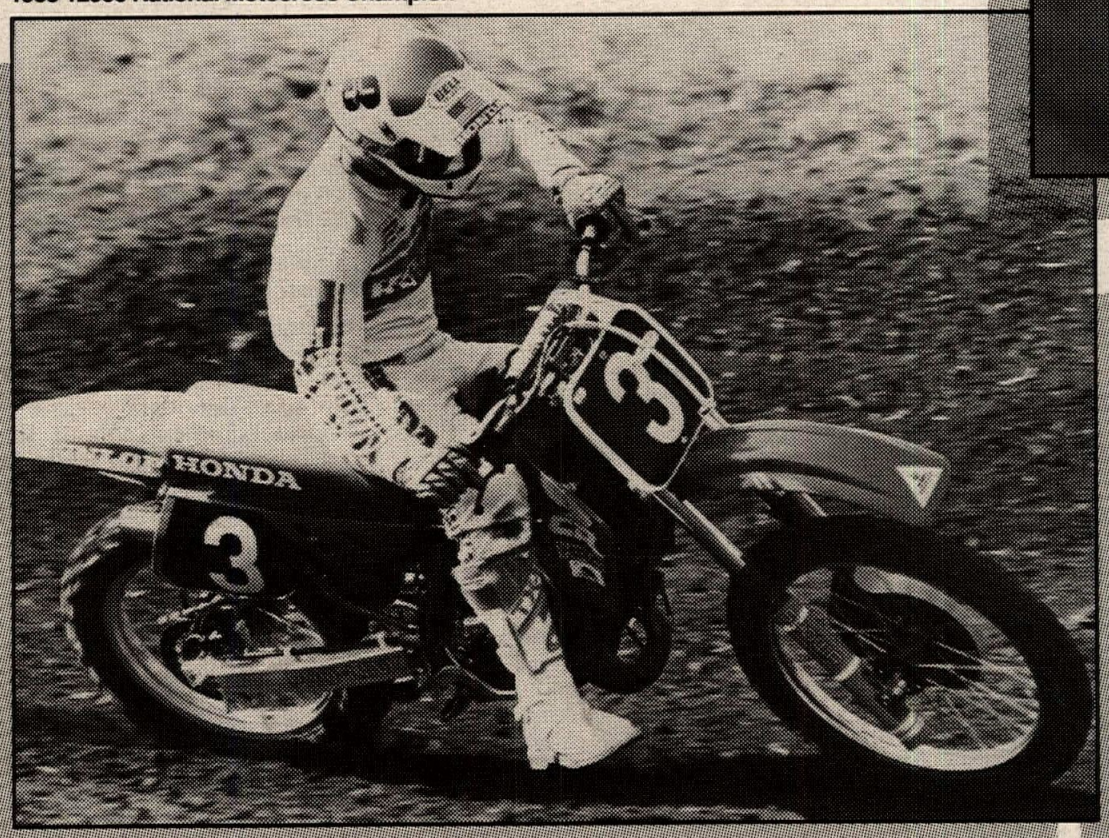
## Results

GRAND CHAMP: 1. Fred Hoess (27).
H-PT A: 1. Jim Franks (37).
H-PT B: 1. Tom Napier III (53).
LOW SCORE: 1. Keith Krause (550)
AA: 1. B. Blanchard (32); 2. K. Bennett (34); 3. G. Cutts (36); 4. M. Hoover (37); 5. J. Lafferty Jr. (37).
A L/W: 1. T. Topham (40); 2. D. Tucker (44); 3. R. Baulch (74); 4. J. Costello (97).
A M/L/W: 1. J. Fleck (43); 2. S. Chapkovich (58); 3. J. Lynn (59); 4. C. Meyer (62); 5. L. Welch (65).
A M/W: 1. P. Spanpanato (37); 2. J. Gahm (41); 3. J. Rosenberg (42); 4. D. Nenstiel (43); 5. J. Gurya (44).
A H/W: 1. A. Bylsma (40); 2. T. Recchia (46); 3. J. Millard (46); 4. (TIE) B. Deveney/E. Koeller (47).
A SR: 1. E. Toth (41); 2. S. Wolfersberger (44); 3.J. Lafferty (61); 4. G. Clickner (62); 5. R. Fleigauf (64).
4-STRK A: 1. J. Smith (52); 2. P. Emmons (55); 3. M. Young (65); 4. R. Hancock (78); 5. D. Kirkpatrick (85).
S/SR: 1. J. Cooper (75); 2. B. Edmundson (113); 3. J. Galie (118); 4. R. Hoover (125); 5. F. Soltner (152).
WMN: 1. K. Cambell (99).
B L/W: 1. R. Sauer (60); 2. S. Speak (61); 3. M. Lafferty (66); 4. M. Collins (70); 5. R. Tecile (84).
B M/L/W: 1. J. Landvater Jr. (58); 2. D. Varnes (62); 3. T. Rickey (73); 4. E. Kimber (74); 5. T. Polonsky (78).
B M/W: 1. C. O'Brien (76); 2. (TIE) K. Tomeo/H. Mecanick (61); 4. A. Shaffer (63); 5. M. Haselman (64).
B H/W: 1. A. Buchholz (62); 2. A. Tomasello (66); 3. W. Fontanazza (67); 4. J. Walter (71); 5. B. Atkinson (72).
4-STRK B: 1. B. DeSimone (68); 2. J. Waller (72); 3. T. Weber (83); 4. T. Lytle (86); 5. G. Gater (88).
B SR: 1. J. Schmits (81); 2. J. Royer (86); 3. (TIE) Williams/J. Storck (98); 5. J. Walters (101).
C M/L/W: 1. R. Mohn (76); 2. R. Lafferty (77); 3. T. Smith (89); 4. (TIE) J. Fisher/G. Waladyka (104).
C M/W: 1. M. Lagarmarsino (56); 2. D. Woodworth (69); 3. D. Varnes (75); 4. R. Cozacheson (78); 5. M. Ekberg (82).
C H/W: 1. D. Griffith (78); 2. (TIE) R. Texter/W. Bailey (89); 4. J. Diobilda (93); 5. J. Dougherty (97).
4-STRK C: 1. J. Pomeroy (79); 2. T. Smith (90); 3. R. McGregor (93); 4. D. Chilkotowsky (94); 5. R. Ameye (100).
TEAM: 1. SJER #1 (240); 2. CJCR "Good" (271); 3. BER "A" (275); 4. Ridge Riders (335); 5. SORR #1 (368).

Eric Geboers
1988 500cc Motocross World Champion

Rick Johnson
1988 500cc National Motocross Champion
1988 250cc Supercross Champion

George Holland
1988 125cc National Motocross Champion



Jeff Matiasevich
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Supercross Champion

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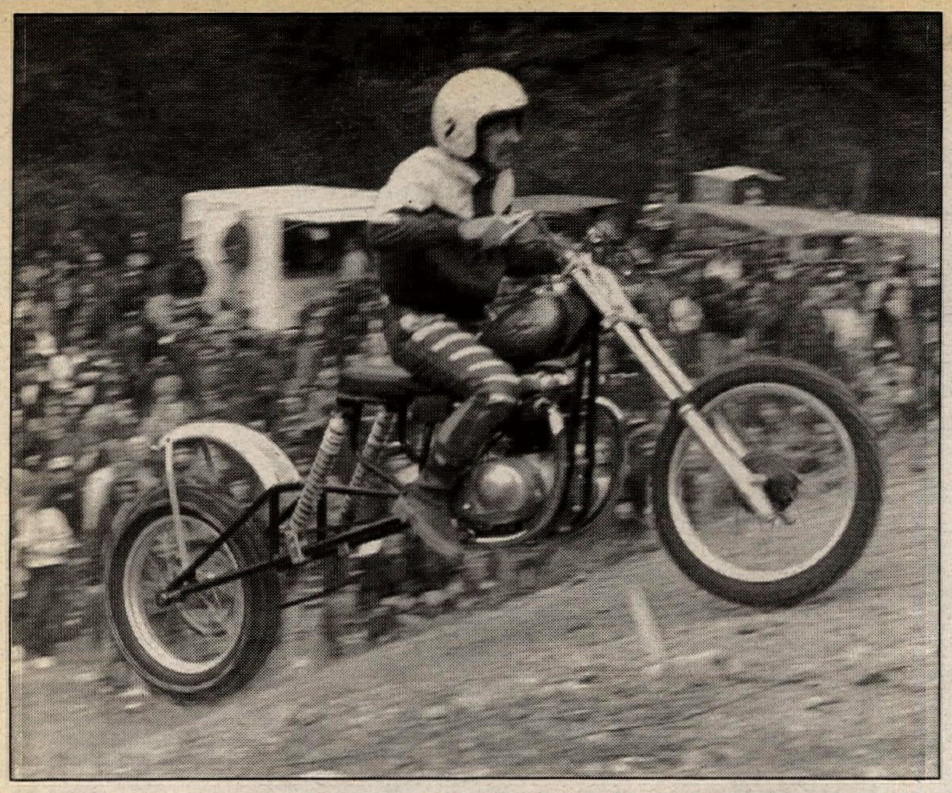

Earl Bowlby finished second behind Jeff Yoder in the 800cc class at the Devil's Staircase and in the final point standings.

***AMA National Championship Hillclimb Series: Final Round***

## Titles decided at Devil's Staircase

**By Maxine Casey**
**Photo by Debbie Sims**

OREGONIA, OH, OCT. 9

When the day's competition ended at Devil's Staircase, Indiana's Jeff Yoder had both the day's 800cc class win and the series title to his credit. In the 540cc class, it was Canadian Greg Williams scoring the day's win, but runner-up Tim Frazier of Ohio is the rider who'll be carrying the number one plate in '89.

Harley-Davidson-mounted Yoder's second blast up the five steps of Devil's Staircase was the fastest of the day at 5.998 seconds. Multi-time National Champion Earl Bowlby and his BSA logged the day's second fastest climb at 6.14 seconds.

Yoder had more than his first National Championship to smile about as he and his wife Gina were celebrating the birth of their first child, daughter Brittany Nichole who was born just three days before the final round of the series which was promoted by the Dayton M.C. Brittany's birth made veteran hillclimber Lou Gerencer and wife Gail grandparents for the first time as well.

Williams held the 540cc class lead at the end of the first round, but Frazier made a great ride in the final round, taking his BSA between the timing lights in 6.43 seconds. Williams came back and rode his STP Special Honda over the hill in 6.27 seconds for the class win. But Frazier had a five-point lead coming into the meet and with only one point difference between a first and second place finish, the title and number one plate belonged to Frazier.

Pennsylvanian John Hislop placed third in the 540cc class with a 6.83-second climb aboard his BSA. Triumph-mounted David Hale of Michigan finished fourth and Massachusetts rider Paul Pinsonnault was fifth aboard a two-stroke Honda.

Finishing third through fifth in the 800cc class behind winner Yoder and runner-up Bowlby of Ohio were Harley pilots and Ohio residents Randy Gabriel and Tom Reiser and Indiana's Gerencer.

Although he didn't score a win all season, Bowlby finished second in the point race for the second time. He consistently finished high enough in the class to earn the runner-up spot in the series competition. Yoder's winning point total was 104 while Bowlby had 93. Gabriel finished third on the year with 91 points, while Reiser and Gerencer each earned 87 points and had one win each so the tie breaker was the number of second place finishes each had scored and Gerencer had two to Reiser's one. Gerencer thus finished fourth on the year while Reiser was fifth.

In the final point standings of the 540cc class, Frazier earned the title with a total of 115 points while Williams was second with 111. Equally as close was the fight for third that went to Paul Pinsonnault with 96 points, four more than fourth place finisher Bruce Sweigart of Pennsylvania.

### Results

800: 1. Jeff Yoder (H-D); 2. Earl Bowlby (BSA); 3. Randy Gabriel (H-D); 4. Tom Reiser (H-D); 5. Lou Gerencer (H-D); 6. Wade Williams (Hon); 7. Jim Clark (BSA); 8. Conley Newsome (Hon); 9. Robert Casteldine (H-D); 10. David Newsome (Tri).

540: 1. Greg Williams (Hon); 2. Tim Frazier (BSA); 3. John Hislop (BSA); 4. David Hale (Tri); 5. Paul Pinsonnault (Hon); 6. Larry Licht (BSA); 7. Bruce Sweigart (Tri); 8. Ernie Pellin (Hon); 9. Douglas Klont (Tri); 10. Leon Everett (Tri).

FINAL 800 POINT STANDINGS: 1. Jeff Yoder (104); 2. Earl Bowlby (93); 3. Randy Gabriel (91); 4. Lou Gerencer (87); 5. Tom Reiser (87); 6. Wade Williams (77); 7. Rick Hunter (61); 8. David Newsome (58); 9. Conley Newsome (50); 10. Steve Nafe (48).

FINAL 540 POINT STANDINGS: 1. Tim Frazier (115); 2. Greg Williams (111); 3. Paul Pinsonnault (97); 4. Bruce Sweigart (92); 5. Doug Klont (65); 6. Ernie Pellin (64); 7. Scott Everett (62); 8. John Hislop (53); 9. Doug Kreeger (48); 10. Ralp Kreeger (48).

## Boody Memorial Ride in L.A. a success

**By Anne & Tom Van Beveren**

LOS ANGELES, CA, NOV. 6

Ted Boody — King of the Privateers. Let's keep the memory alive.

That was the message from friends and fans of the top-ranked dirt track privateer as they gathered at Hanson Dam for a British bike road ride, dual sport ride and fund raising raffle to honor the memory of their compatriot who lost his life in a crash at the Ascot Half Mile on May 7.

The Sapulpa, Oklahoma, racer was a 12-year veteran of Grand National Championship/Camel Pro Series racing. Although he never won the Grand National Championship, he finished second in the standings twice, once in 1977, riding with the Harley-Davidson factory team, and again in 1985 as a privateer. Boody's last win in National competition was at Ascot in May, 1985.

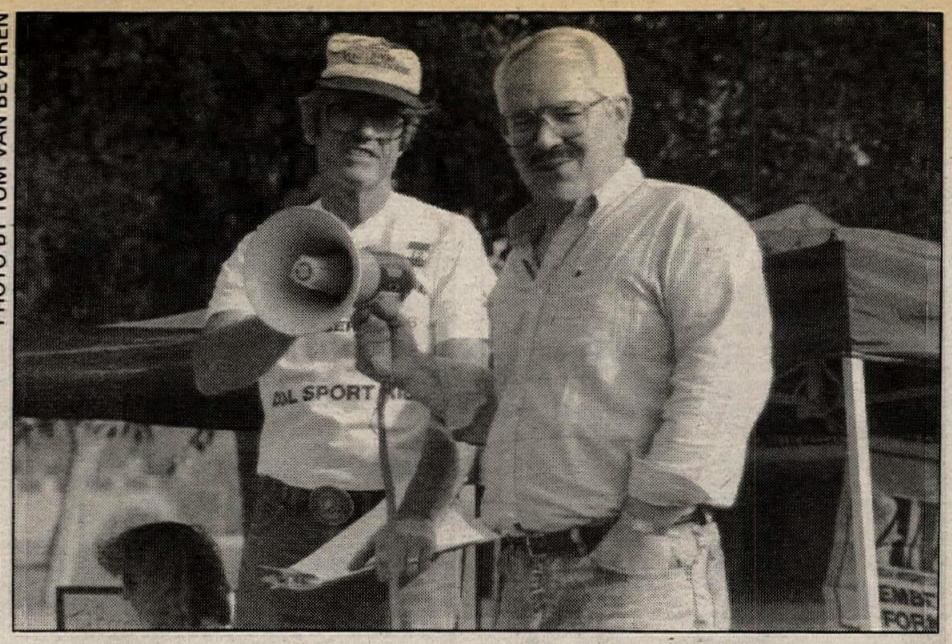

PHOTO BY TOM VAN BEVEREN

Organizer Pat Owens (left) and AMA President Ed Youngblood address the nearly 200 riders who took part in the Ted Boody Memorial Ride.

Event organizer Pat Owens said, "Ted was such a contributor to the sport of motorcycling, I thought it was fitting for someone to do this."

Motorcycle enthusiasts from all over the country obviously agreed. Mail-in raffle entries came from as far away as Alabama and Texas, almost 200 riders took part in the memorial rides, and many others rode to Hansen Dam just to spectate and pay tribute to Boody's memory.

The industry pitched in with some heavyweight support too. American Honda got the ball rolling by donating an NX250 dual purpose motorcycle for the raffle, and others soon followed suit — Suzuki with a street legal FA50H, Yamaha with a TW200 dual sport bike, and Kawasaki with a KL250 dual sport bike. Shoei, Bell, Arai and Bieffe donated helmets for the fund-raising effort, and cars were added to the lineup of prizes by former dirt track star Eddie Mulder, who once held the National number 12 plate that Boody carried at the time of his death, and by L.A. Trade-Tech English teacher Genevieve Meyer.

The day got off to an early start for participants in the organized rides. Dual-sporters headed out as early as 7 a.m. for their 70-mile tour of the Angeles National Forest, and the 75-mile British road ride got underway soon after.

"We had a great time riding," said Yamaha XT500 pilot Roy Coe, who is a regular participant in AMA/District 37 dual sport events, "but I came mainly for the memorial side of it today. If it hadn't been for the Ted Boody Memorial I would've stayed in bed this morning. It was all foggy and I was really comfortable, but it's turned out to be a beautiful day for riding. I think the memorial will become an annual event and I wanted to be here for the first one."

Terry Pratt got the best of both worlds by riding the dual sport course on a 1970 T100C Triumph. "This is the first time I've ever been on a dual sport ride — I usually do vintage motocross," said Pratt, "but this was the kind of ride that Triumph had in mind when they built this bike. It's street legal but has a few little amenities for off-road like folding footpegs and a higher exhaust pipe. I had a lot of fun today. It's a lot different from motocross — completely enjoyable and relaxing because you're going at a pace where you can take in the scenery."

Even AMA President Ed Youngblood was on hand for the event, and was pleased to see so much rider involvement. "This is the kind of thing that motorcycling has always survived on — organized events like this keep the motorcycle industry alive," he said. "Let's get the motorcycles out of the garage.

"It's good to see all the different groups together here, too. In the last 10 years we've seen motorcycling get very fragmented — the Harley riders don't talk to anybody else, the dirt riders don't talk to the street riders. Here, people of different interests are getting to come together and meet other riders. We are learning that we are not that far apart. We all have the same concerns and the same interests."

The rides were over by 2 p.m. and a crowd gathered at Hansen Dam to hear a tribute to Boody from organizer Owens and to wait for the drawing of the raffle. Boody's wife Teri, his parents and sisters were on hand as the winners were announced, and big names in motorcycling like Eddie Mulder, Ed Kretz and Skip Van Leuuwen could be found among the spectators.

Owens was pleased with the support the fund-raising effort received. "I estimate that with the mail-in entries and the tickets that were sold today, we've raised in excess of $8000 for the Ted Boody Memorial Fund," he said. "I'm happy with it, but we're not done with the fund raiser yet. We have pins left over from the Boody ride and from the British ride today and we will make these available for a donation, so the funds will continue to come in.

"We're going to make this an annual event, too. I want the first Sunday in November to become known as Motorcycle Sunday."

## Johnson jets to Carlsbad MX win

**By Mike Koger**

CARLSBAD, CA, NOV. 6

Team Honda's top gun Rick Johnson made things look easy as he jetted to a 1-1 tally to win the Pro class at the Commotion by the Ocean MX at Carlsbad Raceway. The Life's a Beach, Miller Beer, Crush, Pro Circuit, Scott USA, Answer, Boyesen-sponsored event was put on by Racing Enterprises and featured

PHOTO BY MIKE KOGER

**Pro class winner Rick Johnson leads Broc Glover at Carlsbad.**

a redesigned track and $4000 Pro class purse, and Johnson took home $800 of that purse for his win.

The start of the first Pro race looked as if K-Mart's blue light special was running as some of the fastest National and local pros came charging into the first turn. As the riders exited it was Broc "Golden Boy" Glover grabbing the holeshot followed by Johnson, Michael Craig, Larry Brooks and Randy Moody. Ryan Hughes, Kawasaki's newest Team Green rider, was taken out in a first turn pileup and Mike Pascarella launched his Suzuki RM250 over the berm and into a fence, while trying to avoid a mishap. As Hughes was able to remount quickly, Pascarella was not as fortunate, as his bike lay teetering over the chain-link fence which in turn put him into last place.

Meanwhile up front, Johnson was putting the pressure on Glover who was slowly losing ground to the Honda pilot. By lap three Johnson was ready to do battle with Glover as the duo approached the infamous Carlsbad Freeway. Glover took the off-cambered switchback inside which allowed Johnson to be on the inside of the following left sweeper. That was all she wrote for Glover as Johnson flew down the Freeway and instantly began pulling away. From there on, Johnson proceeded to arouse the spectators with his high-flying act and one-handed clickers. At the checkered it was Johnson claiming the win with Glover taking second and Craig holding off Brooks for third.

Again it was Glover capturing the holeshot followed by Brian Manley, Mike Young, Moody and Johnson at the start of moto two. Johnson immediately began picking off riders one by one as he thrust his way toward Glover. By lap two, Johnson had made his way into second and started to challenge Glover for first. The two came upon the off-cambered switchback where Johnson had made the move in moto one. This time Glover charged to the outside but came in too hard and went down, allowing Johnson to take over first with Pascarella and Craig fighting for second and Glover retaining fourth. Glover managed to reel in Craig, creating a bar-banging battle which lasted a few laps with Glover emerging into third.

Glover was soon in striking distance of Pascarella, with Craig a few bike lengths behind. Glover drove hard into rattlesnake Gulch as he came within a bike's length of


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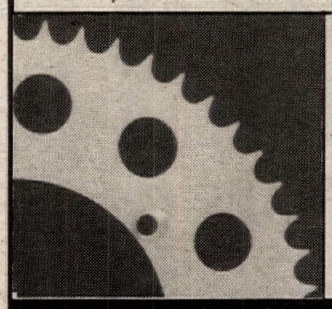

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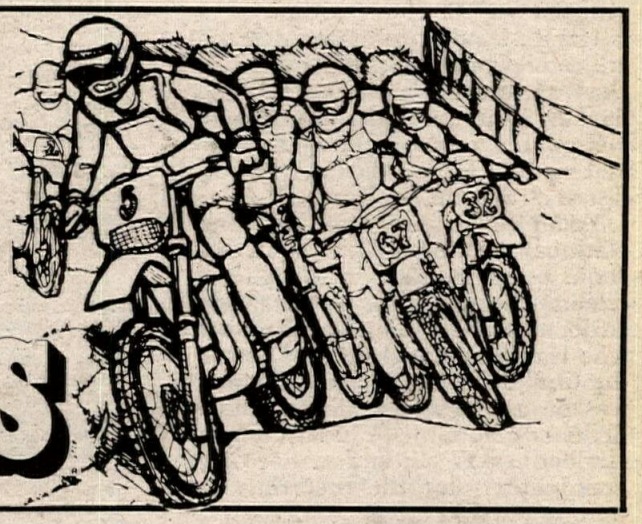



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PHOTO BY MIKE KOGER

**Marty Moates (07) holeshot and led Mike Tripes (19) early in both Vet Pro class motos at Carlsbad, but Tripes got by each time for the overall.**

Pascarella off the jump and down towards the next corner where Pascarella was again able to hold off the former National champ. As the two came around to the white flag, Glover had tried but couldn't make a pass stick. Johnson who at one time had a 10-second lead over second and third, looked as if he had fallen prey to engine troubles since he slowed drastically. But there was too much distance between Johnson and Pascarella as Johnson took the checkered for the overall win of the day and a check for $800 with Pascarella taking second over Glover, with Craig and Brooks rounding out the top five.

In the first moto of the 125cc Beginner class, Michael Edwards grabbed the holeshot followed by Brian Pridemore, John Clifford and John Thorton. Edwards and Pridemore immediately began pulling away from the pack leaving Clifford and Thorton to battle for third. Without even one lap down, Thorton had managed to squeeze past Clifford for a secure third. Up front, Edwards had pulled to a five-second lead over Pridemore, with Clifford riding Thorton's rear-fender trying to get back the third position. As the duo came up the freeway Thorton bobbled, allowing Clifford to sneak by to take over third. Although Thorton remounted quickly, it was not enough as Clifford would hold onto third for the checkered with Thorton taking fourth and Edwards and Pridemore claiming first and second.

Edwards again came up with the holeshot in moto two followed closely by Pridemore, Clifford, Thorton and Derren Clifford. By the end of lap one Pridemore had taken over first with Edwards trying to hold off John Clifford for third. For the next few laps the top five saw no changes until Clifford went inside on Edwards to take over second. At the checkered flag Pridemore took the win along with the overall for the day with his 2-1 finishes followed by John Clifford, Edwards, Derren Clifford and Steven Knox.

In the Vet Pro class Marty Moates came out of retirement to finish second to Mike Tripes. Moates holeshot both motos and led for a short time before being passed by the Kawasaki rider. Vincent DeLuca placed third with Pete Donnelly and Mark Crosby rounding out the top five.

## Results

80 BEG: 1. Tyson Kedy (Kaw); 2. Malcolm McCassy (Yam); 3. Robert Carsen (Hon).
80 JR: 1. Tim Stausenbeil (Kaw); 2. James Wilson (Kaw); 3. Shawa McIntosh (Kaw).
80 INT: 1. Josh Kutcha (Hon).
80 EX: 1. Tommy Clowers (Kaw); 2. Jeff Grafton (Suz).
125 BEG: 1. Brian Pridemore (Hon); 2. Michael Edwards (Hon); 3. John Clifford (Yam); 4. Darren Clifford (Suz); 5. Steven Knox (Yam).
125 JR: 1. Derek Meyer (Hon); 2. James DeRidder (Hon); 3. Deron Miller (Hon); 4. Mark Higham (Kaw); 5. Karl Fernandez (Suz).
125 INT: 1. Bubba Erickson (Cag); 2. Luke Arcicdiacono (Hon); 2. Derek Natvig (Kaw); 3. Jeff Grafton (Suz); 4. Andy Griderr (Kaw).
250 BEG: 1. Mike Ulrich (Hon); 2. James Janot (Hon); 3. Michael Edwards (Hon); 4. Duane Pricket (Hon); 5. Michael Napolig (Suz).
250 JR: 1. John Cameron (Kaw); 2. David Zahrt (Hon); 3. Ray McIntosh (Kaw); 4. Chuck Bagwell (Hon); 5. Kevin Geyer (Yam).
250 INT: 1. Luke Arcideiacon (Hon); 2. Jeff Moore (Hon); 3. Art Higgin (Suz); 4. David Baswell (Hon); 5. Steve Zoomaraz (Hon).
500 BEG: 1. Dan Fresh (Hon); 2. Rich Coon (Hon); 3. Matt Cornforth (Hon); 4. Roger Tellier (Yam); 5. Dennis Boyle (Hon).
500 JR: 1. Chuck Bagwell (Hon); 2. Robert Failing (Hon); 3. Ron Nothrop (Hon); 4. Kenny Safford (Hon); 5. Eric Frandsen (Hon).
500 INT: 1. David Bagwell (Hon); 2. Jimmy O'Dell (Hon); 3. Johnny Cambell (Hon); 4. Scott Nickerson (Hon); 5. Thomas K. Jones (Hon).
OPEN PRO: 1. Rick Johnson (Hon); 2. Broc Glover (Yam); 3. Michael Craig (Yam); 4. Larry Brooks (Hon); 5. Mike Young (Cag).
VET BEG: 1. Don Kriskie (Hon); 2. Paul Casilllas (Hon); 3. Rick Patrick (Hon).
VET JR: 1. Jeff Boyd (Hon); 2. Michael Landegent (kaw); 3. Gray Scott (Kaw); 4. Kirk Chandler (Hon); 5. Mark Fairwell (Hus).
VET INT: 1. Steve Zoomans (Hon); 2. Noal Wodiard (Hon); 3. Brad Sherill (Hon); 4. Tom Knapp (Hon); 5. Robert Failing (Hon).
VET PRO: 1. Mike Tripes (Kaw); 2. Marty Moates (Yam); 3. Vincent DeLuca (Hon); 4. Pete Donnelly (Yam); 5. Mark Crosby (Yam).
OT BEG: 1. Frank Benacka (Hon); 2. Ira Meiberger (Suz); 3. Frank Derby (Yam); 4. Bill Stahr (Hon); 5. David Johnson (Kaw).
OT JR: 1. Carl Ellert (Kaw).
OT MSTR: 1. Tim Daily (Hon); 2. Ron Tuzinski (Hon); 3. Jack McCormick (Hon).

## *Meman triumphant at Ascot MX*

### Ken Faught

GARDENA, CA, OCT. 28

Jerry Meman topped more than a dozen riders to take the overall win in the 50cc class at Ascot Park.

In the first moto Meman gated fifth behind Ryan Tohill, Jason Larkin, Brandon Morgan and Ian Igercic, but quickly cut his way through the pack. By the halfway point the Yamaha pilot had forced his way to second behind Tohill, ready to make a move for the lead. On the last lap Meman shot around the outside of Tohill and cruised to the checkers. Tohill was second followed by Larkin, Morgan and Igercic.

Corey Hoeft, who finished eighth in moto one, returned in the second round to lead Meman, Tohill, Larkin and Morgan around on the initial lap. Hoeft slowly opened up a small lead as Tohill challenged Meman for second. The pair battled for the entire moto with Meman topping Tohill for second followed by Larkin, Morgan, Chris McNatt and Igercic.

A 1-2 tally scored Meman the overall win ahead of Tohill's 2-3, Larkin's 3-4 and Hoeft's 8-1. Morgan was fifth with a 4-5 score.

Honda-mounted Mark Olson captured the win in the largest Vet class of the night. Olson swept both motos to take the Junior class win over Scott Sivadge, and Joe Colombero.

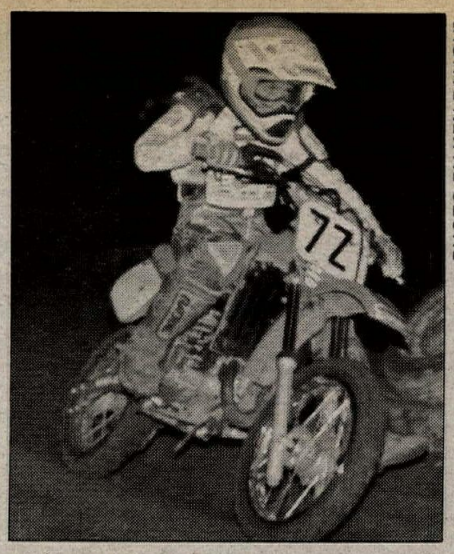

PHOTO BY KEN FAUGHT

**Jason Shirey won the 60cc class at Ascot Park's night motocross.**

### Results

50: 1. Jerry Meman (Yam); 2. Ryan Tohill (Yam); 3. Jason Larkin (Yam); 4. Corey Hoeft (Yam); 5. Brandon Morgan (Yam).
60: 1. Jason Shirey (Kaw); 2. Paul Ito (Kaw); 3. Jay Theys (Kaw); 4. Ceasar Galvez (Kaw); 5. Brandon Morgan (Yam).
80 BEG: 1. Paul Ito (Yam); 2. Shawn O'Brien (Suz); 3. Tyson Kady (Kaw); 4. Tommy Thomas (Kaw); 5. Eddie Chavez (Hon).
80 JR: 1. Jeff Willoh (Kaw); 2. Armando Overland (Kaw); 3. Jason Shirey (Yam).
80 OPEN: 1. Robert Best (Kaw).
125 BEG: 1. Steve Gaelher (Hon); 2. Keith Rimmer (Cag); 3. Glen Carrera (Hon); 4. Josh Butte (Kaw); 5. Neil Hamada (Hon).
125 JR: 1. Marc Laidler (Kaw); 2. Kurt Rood (SCR); 3. Eric Jasper (Hon); 4. Anthony Rose (Hon); 5. Keith Gibson (Suz).
125 INT: 1. Kevin Bussey (Kaw); 2. Daniel Bush (Hon); 3. Matteo Consentino (Cag); 4. Ed Vitelli (Suz).
250 BEG D-1: 1. Brett Johnson (Hon); 2. Romy Ratliff (Hon); 3. William Beck (Kaw); 4. Kevin Standage (Hon); 5. Kenny York (Yam).
250 BEG D-2: 1. Andy Patterson (Yam); 2. Mark Newton (Yam); 3. Bill Cottom (Yam); 4. Jim Folkrod (Cag); 5. Jim Williams (Kaw).
250 INT: 1. Keven Lopa (Hon); 2. Jim Dominici (Hon); 3. Rob Webb (Hon); 4. Shane Fritler (Hon).
250 PRO: 1. Bob Kline (Hon); 2. John Posca (Kaw); 3. Marc Peters (Yam); 4. Dan Berg (Kaw); 5. Ron Turner (Hon).
500 BEG: 1. Louie Garcia (Yam); 2. Troy Williams (Hon); 3. Tom Madsen (Hon); 4. Kevin Kipp (Hon); 5. Paul Deslauriers (Hon).
500 JR: 1. Major Alford (Kaw); 2. Tom Lyman (Hon); 3. Ron Seaman (Hon); 4. Don Grant (Kaw).
500 PRO: 1. Craig Hofmeister (Hon); 2. Dan Berg (Kaw); 3. Tim Lunde (Suz).
VET JR: 1. Mark Olson (Hon); 2. Scott Sivadge (Yam); 3.Joe "Jail" Colomberro (Suz); 4. Ed McBride (Hon).
VET INT: 1. Larry Forbis (Suz); 2. Tony Giamberdino (Kaw).
VET PRO: 1. Ron Turner (Hon).
VINT: 1. John McManaway (Yam); 2. Chris Johnson (CZ); 3. Michael Framstead (Mai).

## *Wedgewood walks away with Barona Oaks MX win*

### By Ken Faught

ROMONA, CA, NOV. 6

Kawasaki-mounted Ron Wedgewood used a 1-2 moto score to win the 250cc Beginner class in the opening round of the Dodge Truck Fall Motocross Finale sponsored in part by Gear Racewear at Barona Oaks. Wedgewood topped Ron Bechard's 5-1 and Brett Johnson's pair of fourths for the overall win.

When the gate dropped at the start of the first moto Wedgewood holeshot Aaron Anderson, Shawn Anderson, Steve Callwell and Marc Deslauiers. Corey Hudson, who gated sixth, rapidly worked his way to the front of the pack behind Wedgewood as the two Andersons dropped back several positions. With the Andersons out of the way Deslauriers moved to third where he finished over Johnson and Bechard.

Second-moto action saw Bechard benefit from a good start to head the pack of Hudson, Wedgewood, Shawn Anderson and Aaron Anderson. On the first lap Wedgewood shot past Hudson as the Honda rider fell back to 10th. With Hudson out of the picture, Shawn Anderson took command of third while Johnson captured fourth. Cooper Kunath was fifth. On the last lap Bechard opened up a comfortable lead before topping Wedgewood, Shawn Anderson, Johnson and Kunath at the finish.

Ron Turner racked up the win in the 250cc Pro class after leading every lap in both rounds. Tim Whitlock, John Posca and David Benedetti followed the Honda pilot across the checkers in the first moto, but round two proved to be the deciding factor. Posca managed to score the runner-up position as he beat Benedetti and Whitlock in the second moto.

Turner's 1-1 gave him the overall win. Posca claimed second with a 3-2 score over Whitlocks 2-4 and Benedetti's 4-3.

### Results

60: 1. Dustin Nelson (Kaw); 2. Paul Ito (Kaw); 3. Jeremy Biery (Kaw); 4. Steve Wisdon (Kaw).
80: 1. Jeff Lewis (Suz); 2. Mariano Whitlock (Kaw); 3. Keno Deary (Kaw); 4. Ryan Johnson (Kaw); 5. Mike Grey (Hon).
80 JR: 1. Jeff Lewis (Suz); 2. Aaron Winstrup (Yam).
80 INT: 1. Kayle Johnson (Hon); 2. Shane Scarpiello (Suz).
ADLT MINI: 1. Lance Johnson (Suz).
80 OPEN: 1. Dustin Nelson (Yam); 2. Judd Scanlan (Yam); 3. Paul Ito (Yam); 4. Rick Jacobs (Hon).
125 BEG: 1. Craig Smith (Suz); 2. Adam Jones (Kaw); 3. Mario Nieves (Hon); 4. Kendall Stanley (Hon); 5. Dan Alamangos (Hon).
125 JR: 1. Chad Gustine (Yam); 2. Travis Corey (Hon); 3. Billy McClintock (Hon); 4. Dennis Dahlin II (Kaw)
125 INT: 1. Todd Mitchell (Yam); 2. David Germain (Yam); 3. Mike Moore (Hon).
125 PRO: 1. Ray Sommo (Suz); 2. Jon Levey (Hon); 3. John Blood (Hon).
250 BEG: 1. Ron Wedgewood (Kaw); 2. Ron Berchard (Yam); 3. Brett Johnson (Hon); 4. Marc Deslauriers (Yam); 5. Shawn Anderson (Hon).
250 JR: 1. Chris Ridgeway (Kaw); 2. Scott Lee (Hon); 3. Bill Foy (Hon); 4. Jim Carley (Kaw); 5. Robert Drew (Yam).
250 INT: 1. Jeff Norostrom (Kaw); 2. Richard Geraghty (Yam); 3. Kurt Metcalf (Yam).
250 PRO: 1. Ron Turner (Hon); 2. John Posca (Kaw); 3. Tim Whitlock (Hon); 4. David Beneditti (Suz).
500 BEG: 1. Jay Biery (Yam); 2. Scott Johnson (Hon); 3. Francis Ganance (Mai); 4. Terry Bennett (Hon).
500 JR: 1. Robert Gustine (KTM); 2. Fred Hommel (Hon); 3. Brad Sloan (Hon); 4. Don Grant (Kaw); 5. Rick Price (KTM).
500 INT: 1. Ron Gilbert (Hon); 2. Bob Bland (Hon).
500 PRO: 1. Ron Truner (Hon); 2. Don Berg (Kaw); 3. Carl Gazafy (Hon).
VET JR: 1. Mike Ronk (Hon); 2. John Nelson (Yam); 3. Bob Humphys (KTM); 4. Stan Keller (Hon); 5. David Graham (Hon).
VET INT: 1. David Chunn (Yam); 2. Brad Sloan (Hon).
VET PRO: 1. Ron Turner (Hon); 2. Tim Lunde (Kaw); 3. Robert Tippit (Cag); 4. Carl Gazafy (Hon); 5. Jerry Jirkovsky (Hon).
OT JR: 1. Jay Biery (Yam); 2. Bob Ridgeway (Hon).

## *Corsetti cops Baylands ST win*

### By Mike Vancil

FREMONT, CA, OCT. 23

Mark Corsetti rode a smooth race under difficult track conditions to take the Pro class final at the last race on Baylands three-eighths mile banked oval. Baylands is closing at the end of December after 32 years of race activity and all dirt track events scheduled for the remainder of the season will be held on the one-seventh mile speedway oval.

At the start of the final Cory Perreault burst off the line and into the lead on his Rotax sponsored by J.D. Soto, Team Snap On and South Land Machine. He overcooked it into a turn on the second lap and while fighting to regain control allowed Corsetti to get by underneath. For the remainder of the race it was all Perreault could do to hold off Dave Bostrom and his Rotax and in so doing allowed Corsetti clear sailing out front.

New Junior class rider Joe Koppi took his Yamaha to the win in the final over John Guy and John Grant. Luck did not hold for Koppi in the 500cc Junior final as he took a sixth place after getting a second in the heat race. This class was won by Mickey Lane.

Pee Wee class action saw an extremely fast Tony Souza, Jr. pilot his YZinger to the feature win over Jake Keeney.

Johnny Murphree took his 60cc and 80cc Kawasaki to impressive wins in the Junior finals for these engine sizes. Murphree rides for Robert Cancilla Motors, Steve Baker Kawasaki, Shoei Helmets and ERC Racing Fuel.

### Results

P/W 50 NOV: 1. Michael Erl (Yam); 2. Sheena Patterson (Yam); 3. Kimberly Gonzales (Yam); 4. Michael Patterson (Yam).
P/W 50 EX: 1. Tony Souza, Jr. (Yam); 2. Jake Keeney (Yam).
MINI 60 NOV: 1. Craig Gonzales (Kaw); 2. Shaun Russell (Kaw); 3. Aaron Cisco (Kaw).
MINI 80 JR: 1. Johnny Murphree (Kaw); 2. Eric Bostrom (Hon); 3. Tim Alvernaz (Yam); 4. Robert Stevenson (Yam).
250 NOV: 1. Jim Poff (Yam); 2. Dave Acosta (Hon); 3. Todd Tolbertson (Hon).
500 NOV: 1. John Pierce (Yam); 2. Shannon Adams (C-A); 3. Mike Sprenger (Yam); 4. Dave Acosta (Hon); 5. Jim Poff (Rtx).
250 JR: 1. Joe Koppi (Yam); 2. John Guy (Yam); 3. John Grant (Yam).
500 JR: 1. Mickey Lane (Yam); 2. John Gonzales (Yam); 3. Jack Winans (Yam); 4. Randy Cechetto (Yam); 5. Kevin Gonzales (Hon).
VINT: 1. David Tucker (Suz); 2. Jeff Waddell (Yam).
500 PRO: 1. Mark Corsetti (Hon); 2. Cory Perreault (Rtx); 3. Dave Bostrom (Rtx); 4. David Sanchez (Hon).

## *Hannel handles Baylands MX*

### By Mike Vancil

FREMONT, CA, OCT. 28

Dennis Hannel made a rare appearance at the Friday night motocross at Baylands and ended up with two moto wins and the overall purse in the Open Pro class for his efforts.

In moto one Hannel got the holeshot and rode smoothly and didn't have any problems. Steve Lawrence seemed to be riding close enough to launch a challenge but he never did. As it turned out Lawrence was just studying Hannel's lines. Not far off their pace was Jerry Caton.

In the second moto it was again Hannel quickly into the lead. This time the pressure was on and each lap it looked like Lawrence was making Hannel go faster in order to stay ahead. The pace began telling on Caton and he dropped back on about lap seven. On the last lap Lawrence made his move when there was only a right-hand, high-bermed turn and a jump between them and the finish line. Lawrence was through the turn first and hit the jump first but Hannel had grabbed a large handful of throttle after the turn and hit the jump wide open. He was 10 feet in the air above Lawrence and landed on the finish line with about six inches ahead of him.

In the 125cc Beginner class it was Mark Gilbert and his Honda that took the honors with a 3-1 effort. Although Gilbert, Brent Ferrera and Jamie Haskins all ended the night with four points it was Gilbert's second moto win that gave him the overall honors. Ferrera took a pair of second places and although he was the faster starter in both motos he ran into trouble in each and got passed.

### Results

MINI 80 BEG: 1. John Leddy Jr. (Kaw); 2. Mike Dennis (Kaw); 3. Paul Epley (Kaw); 4. Jared Spencer (Hon); 5. Gil Gerk (Yam).

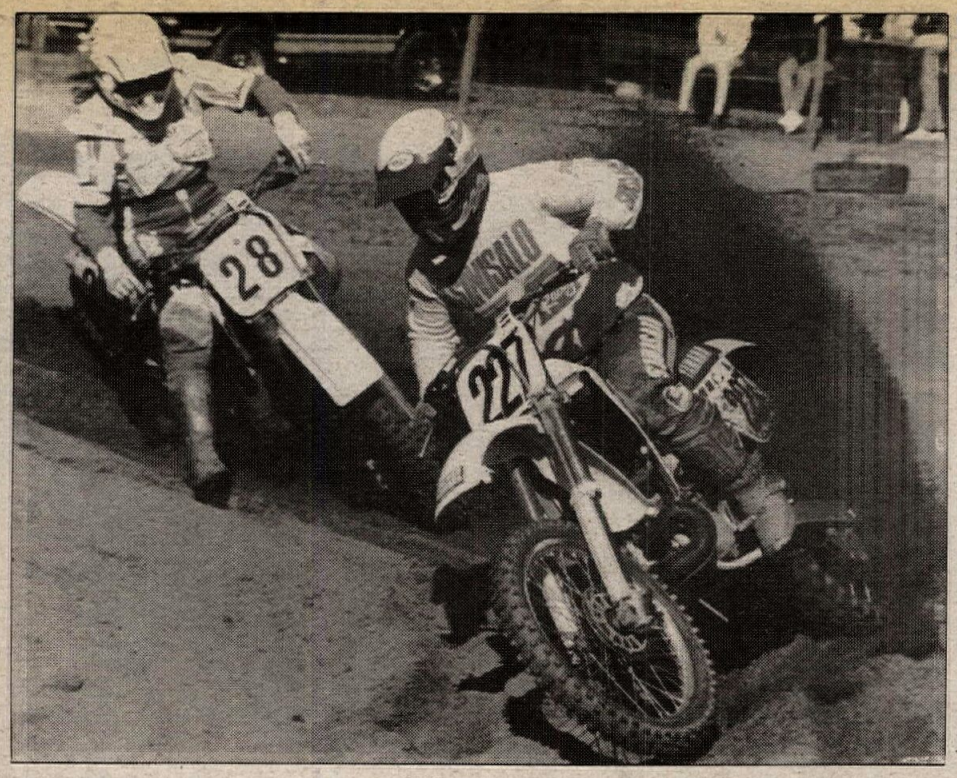

PHOTO BY HURLEY SHORT

**Vicki Reynolds (28) put the move on Rusty Allison (227) to win moto two and take the overall victory in the Senior class at Montrose SEMX.**

MINI 80 JR: 1. Aaron Cantrelle (Kaw); 2. Reno Alexander (Hon).
BIG WHL: 1. Chad Green (Kaw); 2. Michael Negron (Kaw); 3. Chris Dickson (Kaw).
125 BEG: 1. Mark Gilbert (Hon); 2. Brent Ferrera (Hon); 3. James Maskins (Hon); 4. John Romanoff (Hon); 5. Gary Paden (Yam).
125 JR: 1. Dan Reger (Hon); 2. Dave Kopels (Hon); 3. Donnie Bettencourt (Kaw); 4. Jeff Ingram (Hon).
250 BEG: 1. Joe Wagner (Yam); 2. Alex Wilson (Kaw); 3. Chris Baccelli (Hon); 4. Mike Faibisch (Hon); 5. Chris Evans (Yam).
250 JR: 1. Lance Lucero (Yam); 2. Greg Bunting (Yam); 3. Dave Kopels (Kaw); 4. Bobby Blenio, Jr. (Hon).
OPEN BEG: 1. Jeff King (Hon); 2.Dan O'Marro (Hon).
OPEN JR: 1. Paul Dugan (Hon); 2. Bill Lea (Hon); 3. Greg Bunting (Yam); 4. Tom Conklin (Kaw).
VET MSTR: 1. Duane Hughes (Hon).
OPEN PRO: 1. Dennis Hannel (Hon); 2. Steve Lawrence (Hon); 3. Jerry Caton (Hon).

## *Reynolds shows way at Montrose SEMX*

### By Hurley & Dot Short

RAEFORD, NC, NOV. 6

Vicki Reynolds showed how it is done in the Senior class at Montrose SEMX. Although she was second off the starting line in both motos, she took second in the first moto and first in the second moto for the overall win. On the first moto, Robert Curtin charged out for the holeshot followed by Reynolds, Rusty Allison and Ed Donaldson. Curtin took the checkered flag first followed by Reynolds, Chuck Parrish and Allison.

In the second moto Allison took the holeshot followed by Reynold, A.K. Ferrell, and Parrish. Parrish quickly moved to third while Reynolds put the move on Allison and held on to first to the finish. She was followed by Curtin, Allison and Parrish.

In the Schoolboy class, Rusty Coleman stormed through both motos. In the first moto it didn't take long for Coleman to take the lead and hold on for the win followed by Jerry LaSalvia, Jason Margart and Dale Hill.

In the second round Coleman shot out front followed by LaSalvia, Mike Chiapetta and Margart. Coleman stretched out his lead to the point there was no contest. The contest was back in the pack as LaSalvia managed to move up for second place, followed by Margart and Dale Hill. Coleman styled his way to an overall victory followed by LaSalvia, Margart and Hill.

Patrick Slate and Zac Bradshaw battled their way through both motos of the Super Mini class with Slate taking the victory in the first moto and Bradshaw the winner in the second moto. Jason Baldwin put on a good show for the day by starting from third place and finishing third in both motos.

Slate and Bradshaw continued their competition in the Senior Mini class. Slate captured the holeshot in the first moto and Bradshaw holeshot the second moto. In the first moto, Baldwin followed Slate off the starting line with Bradshaw close behind and Slate took the checkered first.

In the second moto, Bradshaw took the holeshot followed by Slate and Chris Sellers. Slate took the checkered first followed by Bradshaw, and the overall order was Slate, Keith Simpson, and Jason Minor.

In the 250cc Amateur class Vincent Brown on his Yamaha of Lumberton-sponsored Yamaha took the holeshot in the first moto followed by Keith Rivenbark, David Eller and Mark Jennings. The top three managed to hold their positions, even though Rivenbark tried to make a move on Brown for the lead. Revenbark had to settle for second followed by Eller.

In the second moto Rivenbark grabbed the holeshot followed by Eller, Brown and Jennings. Brown went off the track and lost some valuable time, but remained in third place. Eller went down allowing Rivenbark to move back into the first position. Rivenbark held on for the win followed by Eller, Brown anmd Jennings. The overall win went to Rivenbark followed by Brown, Eller and Jennings.

Rusty Coleman took the holeshot in the first moto of the 125cc Amateur class followed by Keith Ellis and Matt Hendrix. Coleman took a commanding lead and was followed across the finish line by Craig Ellis, Keith Ellis and Hendrix.

In the second moto Jeff Mushak took the holeshot followed by Kent Rodgerson and Jerry LaSalvia. Rodgerson took the lead on the first lap and was followed by Coleman and LaSalvia. Coleman again overtook the leader, dropping Rodgerson back to second spot. Coleman then managed to move out, putting a good distance on the field. Rodgerson and Ellis hung in there, but had to settle for second and third respectively. The overall for the day went to Coleman, Craig Ellis, Kent Rodgerson and Keith Ellis.

**Results**

P/W: 1. Glenn Cary (Kaw); 2. Kevin Bean (Kaw).
JR MINI: 1. Jeff Hickman (Yam); 2. Rhett Wilson (Yam).
SCHBY: 1. Rusty Coleman (Kaw); 2. Jerry LaSalvia (Hon); 3. Dale Hill (Yam); 4. Mike Chiappetta (Yam).
SR MINI: 1. Patrick Slate (Yam); 2. Keith Simpson (Kaw); 3. Jason Minor (Yam); 4. Steve Dalten (Suz); 5. Chris Carlson (Suz).
S/MINI:: 1. Zac Bradshaw (Yam); 2. Kevin Simpson (Kaw); 3. Jason Baldwin (Yam); 4. Chris Carlson (Suz); 5. Chris Sellers (Kaw).
125 NOV: 1. John Hainline; 2. Chuck Green (Hon); 3. Dale Hill (Yam); 4. David McLawhorn (Yam); 5. Chip Nifong (Yam).
125 AM: 1. Rusty Coleman (Yam); 2. Craig Ellis (Yam); 3. Kent Rodgerson (Yam); 4. Keith Ellis (Yam); 5. Jeff Mushak (Yam).
250 NOV: 1. Stacy Cummings (Hon); 2. Eugene Edwards (Hon); 3. Beecher Simmons (Hon); 4. Wes Cave (Hon); 5. Paul Franklin (Hon).
250 AM: 1. Keith Rivenbark (Suz); 2. Vincent Brown (Yam); 3. David Eller (Yam); 4. Mark Jennings (Hon); 5. Tim Mantooth (Suz).
OPEN AM: 1. Tom Julian (Kaw); 2. Robert Curtin (Hon).
PRO: 1. Mike Privette (Hon); 2. Greg Casler (Hon); 3. Brad Proctor (Yam); 4. Van Gibson (Kaw).
SR: 1. Vicki Reynolds (Yam); 2. Rusty Allison (Yam); 3. Chuck Parrish (Suz); 4. A.K. Ferrell (Hon); 5. Marc Minor (Suz).

## *Naughton nails Thrasherland MX win*

### By Karen Guthrie

PHOENIX, AZ, OCT. 29

Robert Naughton came from behind in both motos of the Pro Sweepstakes class at Thrasherland Saturday night to finish first overall and take the winner's share of a $100 purse.

Kris Towers came off the line out in front in the first moto but was quickly passed by Kyle Killebrew. Dan Bonaham had third and Naughton was working his way out of the middle of the pack. On the second lap Naughton slipped around Bonaham and by the third circuit he had picked off Towers for second. Killebrew was determined to keep his first place position and managed to hold off Naughton's 500cc Honda with his 125cc Yamaha until the sixth lap when Naughton caught him on the backside of the track and moved into first place for the rest of the race. Killebrew later went down and Dean Cowen took over third. By the time the checkered flag fell Killebrew was passed once more.

Moto two once again found Naughton climbing the ladder towards Killebrew's first-place position but he was to find the climb a little tougher this time. By the fourth lap he had worked his way into third but Killebrew and second place Cowan would both hold him off until the ninth lap when he finally managed to edge around Cowan.


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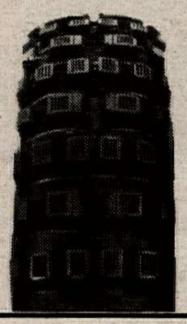

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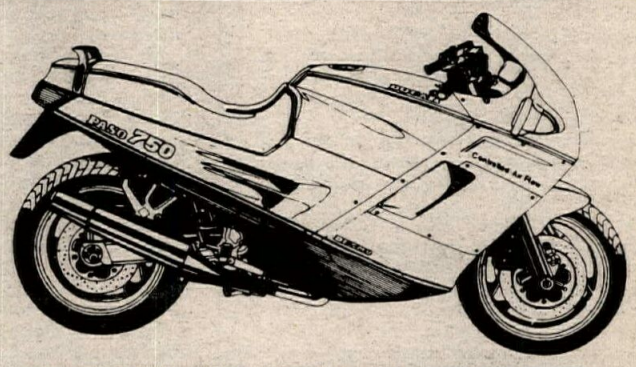

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PHOTO BY ATHIE SANDERS

**Kevin Foley (111) beat Jay Mann (16) in the second 250cc A moto at Hyman Myers, but Mann claimed the overall victory with a 1-2 score.**

But Killebrew stubbornly and skillfully refused to give up his position, forcing Naughton to settle for second. Killebrew's fourth place finish in the first moto threw him into second overall behind Naughton. Cowan took third and McDermott fourth.

**Results**

PRO SWPSTKE: 1. Robert Naughton (500cc); 2. Kyle Killebrew (125cc); 3. Dean Cowan (250cc).
60 BEG: 1. Dylan Guthrie (Kaw); 2.Justin Crachey (Kaw); 3. Clifford Campbell (Kaw).
60 MOD: 1. Jason Mathews (Kaw); 2. Drei Nichols (Kaw).
80 NOV STK: 1. Jason Tice (Yam); 2. Cam Courtwright (Hon); 3. Eric Fairleigh (Hon).
80 INT STK: 1. David Pingree (Kaw); 2. Pat McMullen (Kaw); 3. Billy DeMastry (Kaw).
80 BEG: 1. Brian Wolfe (Kaw); 2. Jake Zykowski (Yam); 3. K.R. Harris (Hon).
80 NOV MOD: 1. Steve Anthony (Kaw); 2. Erik Anderson (Kaw); 3. Ted Campbell (Hon).
80 INT MOD: 1. David Pingree (Kaw); 2. Billy DeMastry (Kaw); 3. Pat McMullen (Kaw).
125 BEG: 1. Troy Kalina (Hon); 2. Mike Quam (Kaw); 3. Mike Crowley (Hon).
125 NOV STK: 1. Kelly Poor (Hon); 2. Alan Holecomb (Hon); 3. Kelly Dearing (Yam).
125 NOV MOD: 1. Alan Holcomb (Hon); 2. Jon Williams (Hon); 3. Kelly Poor (Hon).
125 INT STK: 1. Shawn Morga (Kaw); 2. Kevin Carpenter (Yam); 3. Matt Worbes (Hon).
250 BEG: 1. Morgan Adams (Hon); 2. Bob Butler (Hon); 3. Jason Bigelow (Hon).
250 NOV STK: 1. Steve Somerville (Hon); 2. Danny Carter (Yam); 3. Chris Jordan (Hon).
250 AM STK: 1. Shawn Morga (Kaw); 2. Mike Lynch (Hon); 3. Brent Hutton (Kaw).
125 INT MOD: 1. Shawn Morga (Kaw); 2. Mickey Sergent (Kaw); 3. Dave Van Gordon (Cag).
OPEN AM: 1. Rick Hinchliff (Hon); 2. Danny Tipton (Hon); 3. Larry Witt (Hon).
OPEN NOV: 1. Scott Osborn (Hon); 2. Dave Rice (Hon); 3. Ted McHigh (Hon).

## *Iwanaga masters Monterey ST*

**By Mike Vancil**

MONTEREY, CA, OCT. 22

Paul Iwanaga piloted his Honda four-stroke racer to the Open Expert class heat race and the final win at the weekly short track races promoted by R & D Enterprises at the Monterey County Fairgrounds.

Five riders contested heat number one and the winner was Dan Cahoon on his Rotax. Heat two with five riders was an Iwanaga runaway.

In the 12-lap final eight of the 10 riders got front row starts and that left Kevin Crowley and Craig Johnson to start from the second row. The final was marred with several spills, the first of which caused a restart. Down and unable to prepare his machine for the restart was Steve Mayfield on his Can-Am.

On the second effort to get going Iwanaga grabbed an immediate lead aboard his Honda sponsored by Lee Racing, Advantage Racing and Gilroy Honda. Following him only a few feet back was Cahoon, who worked up to second after a horrible start. Randy Bereman likewise worked to gain third place by getting by Jon Nunez late in the race. As the checkers came out the finish order held. Getting fourth was Johnson, who was impacted by Jon Nunez in fifth. The spill was potentially serious as it took nearly 15 minutes to disassemble the rear segment of Johnson's machine to extract Nunez's leg. Eventually all involved were able to walk away under their own power.

In 250cc Junior class action it was smooth and fast Jake "Earthquake" Zemke on his liquid-cooled Yamaha that grabbed an immediate lead and kept it the whole distance. He is sponsored by Gatsby Racing, Terry Kight, Shoei Helmets, Don Veso and Diamond Chain. Finishing second to Zemke was Kirk Brewer, who rode an excellent race to hold off the remainder of the field.

Double feature winner Bob Pack used consistently good lines to cop both 500cc and Open Junior class finals. Pack and his Yamaha enjoy sponsorship from A.I.R. Racing and Auto Import Repair, and was trigger-quick off the line in both his finals never looking back.

**Results**

P/W 50: 1. Tony Souza, Jr (Yam); 2. Michael Hannas (Suz); 3. Bryon Grier (Yam).
MINI 60 NOV: 1. Curtis Peebles (Kaw); 2. Shaun Russell (Kaw); 3. A.J. Kirkpatrick (Kaw); 4. Gary Miller (Kaw); 5. Jason Thompson (Yam).
MINI 60 JR: 1. Johnny Murphree (Kaw); 2. Jeff Gabhart (Kaw).
MINI 80 NOV: 1. Don Hart (Yam); 2. Jeremy Twett (Kaw); 3. Greg Miller (Kaw); 4. Steve Hlebo (Suz).
MINI 80 JR: 1. Johnny Murphree (Kaw); 2. Dan Hart (Kaw); 3. Brian Sgheiza (Kaw); 4. Jeff Gabhart (Kaw).
250 NOV: 1. Gregory Enyart (Yam); 2. John Hlebo, III (Hon); 3. Michelle DiSalvo (Yam); 4. William Luker (Hon); 5. Larry Edwards (Yam).
250 JR: 1. Jake Zemke (Yam); 2. Kirk Brewer (Kaw); 3. Lonnie Pauley (Yam); 4. Dan Argano (Hon); 5. Perry Lang (Yam).
500 NOV: 1. Gregory Enyart (Yam); 2. Larry Crawford (Yam); 3. Ray Gammill (BSA); 4. Michelle DiSalvo (Yam); 5. Scott Graham (Yam).
500 JR: 1. Bob Pack (Yam); 2. Dan Argano (Hon); 3. Greg Soderer (Hon); 4. Lonnie Pauley (Yam); 5. Greg Sowle (Hon).
OPEN JR: 1. Bob Pack (Yam); 2. Greg Sowle (Hon); 3. David Freeze (Yam); 4. Tracy Dawson (Yam); 5. Steve Grier (Yam).
OPEN EX: 1. Paul Iwanaga (Hon); 2. Dan Cahoon (Rtx); 3. Randy Bereman (Rtx); 4. Craig Johnson (Yam); 5. Jon Nunez (H-D).
BIG GUYS/LITTLE BIKES: 1. Dan Hart (Kaw); 2. Gregory Enyart (Kaw); 3. John Dawson (Yam); 4. Randy Bereman (Yam); 5. Lonnie Pauley (Kaw).

## *Mann doubles at Hyman Myers MX*

**By Athie Sanders**

TALLAHASSEE, FL, OCT. 23

PJ1/VPE Scott-sponsored Jay Mann wrapped up wins in the 125cc and 250cc A classes during round six of the WorldSports-promoted 1988 Florida Gold Cup Series AMA State Championship at Hyman Myers Speedway.

Mann nailed the 125cc A class first-moto holeshot then ripped through the whoops leaving Mike Jones and Derek Youngblood to dice in his wake. Chuck Bell worked into third behind Jones, then fought the entire moto to hold off Youngblood, Wes Keenum, Rob Hanson and Brian McElroy. Keenum made his move on Bell, but moments later his bike died, and Hanson dumped it in a turn. McElroy recovered from a poor start and charged to finish third behind Jones. Youngblood and Bell rounded out the top five.

The start of moto two saw Mann out front followed by Hanson, Bell, Youngblood and McElroy. At the halfway point McElroy got under Hanson then took off after the leader. Mann was more than six seconds ahead, and at the checkered flag McElroy was close, but not close enough to claim the victory. Mann sailed in a few seconds ahead of McElroy as Hanson, Youngblood and Keenum followed.

Kevin Foley took the early lead in the first 250cc A class moto ahead of Gary Paul, Keith English, Earl May, Kevin Seidl and Mann. Before the end of the first lap Mann was on Paul's tail, but Paul charged into the lead and pulled away. Mann slipped under Foley and was soon back on Paul. Mann got around Paul, but found him hard to shake and claimed the win with Paul seconds behind. Foley finished third while May and English followed a distance behind.

Foley and Mann mixed it up in moto two as Paul watched from his close third place position. Paul went down, leaving Foley and Mann to ride out front alone. Paul remounted without losing position, but May closed the gap and poured the pressure on.

Mann dumped it in a turn, allowing the leader to pull more than a 10-second lead before he was back on his way. Mann charged, making up some time, but Foley claimed the win.

PHOTO BY BRAD JONES

**Bob Evans (far left) leads the 250cc Amateur class through turn one at Kahoka, but Dave Brown (378) came through for the overall win.**

Seminole Honda/Fox Racing backed-Foley, a recent graduate of Middle Tennessee State University with a degree in Aerospace Maintenance, said, "I can still run with them on a good day. I can do it easy, no problem, as long as I can keep up with them to the halfway point. I had a clean holeshot, and that got me pumped up."

**Results**

65 (7-11): 1. Ricky Carmichael (Kaw); 2. James Guido (Kaw); 3. Jason Sybert (Kaw).
85 (7-11): 1. Jason Sybert (Hon); 2. James Guido (Kaw); 3. Kim Sybert (Hon).
85 (12-15): 1. Brian List (Hon); 2. John Lake (Kaw); 3. Tony Haynes (Yam).
125 A: 1. Jay Mann (Kaw); 2. Brian McElroy (Cag); 3. Derek Youngblood (Hon).
125 B: 1. Dean Baker (Hon); 2. Anthony Paggio (Kaw); 3. T.J. Brantley (Kaw).
125 C: 1. C. Schmulbach (Kaw); 2. Bobby McCelland (Hon); 3. Kevin Lytle (Yam).
250/500 A: 1. Jay Mann (Kaw); 2. Kevin Foley (Hon); 3. Gary Paul (Kaw).
250 B: 1. Joe Cartier (Hon); 2. J. Lampe (Hon); 3. Todd Gardner (Hon).
250 C: 1. Michael Stormat (Suz); 2. S. Taylor (Hon); 3. Timothy Lozew (Yam)—.
OPEN NOV: 1. C. Nelson (Yam); 2. Andy West (Yam); 3. J. Gillespie (Hon).
25+: 1. Jim Royko (Hon); 2. Joe Cartier (Hon); 3. Kevin Knight (Suz).
S/SR: 1. George Singer (Hon); 2. L. Brinkley (Kaw); 3. Robert Godfrey (Suz).

## *Munson motors at Kahoka Motocross*

**By Brad Jones**

KAHOKA, MO, OCT. 23

Rick Munson came away with the Open Expert class win by taking both motos handily in the third round of the Kahoka Fall MX Series.

In moto one Munson took the holeshot with local ace Rick Patton right on his rear fender. Patton challenged Munson several times for the first two laps, but his Honda seized as a result of an overly tight bore job. Munson cruised to the win, while Brad Jones overtook Jim Johnson and Daryl Lilly for second.

In moto two Munson took the holeshot and ran away with the win. Lilly diced with Jones for a few corners, with Jones nudging past and holding on to second at the finish.

In the 250cc Expert class it was Brad Jones taking the start with Marvin Henricksen and Jason Hapke second and third. Jones pulled away from Henricksen a bit, while Richard Yarrow moved past Hapke for third. Yarrow dropped out of the race on the next lap, giving third place back to Hapke. Up front, Henricksen moved in close to Jones, but was unable to pass and Jones took the win.

In moto two it was Henricksen getting the jump with Jones in second and Jeff Huddleston in third. Jones hounded Henricksen for the entire moto and, on the last lap, outpowered Henricksen's Suzuki on the long uphill straight to take the win and tie up first place in the series with Henricksen.

There was lots of action in the biggest class of the day, the 250cc Amateur class. Dave Brown got the holeshot, while Pat Gordin and Steve Fisher had a fight for second with Fisher making his way around Gordin before the end of lap one. Brown cruised to the win, with Fisher several bike lengths behind. Halterman made several passes and worked his way past Gordin and Todd Capstick for third.

In moto two it was Bob Evans taking the holeshot with Capstick in second. First-moto winner Brown got a bad jump off the line, but held the inside of the first turn to take fourth, then passed Capstick in turn two. Brown then moved right in on Evans and took the lead on the long uphill straight on the first lap. Evans held on to second for three laps only to be passed by Eric Gray, who put on a fantastic charge after a mid-pack start. Brown took the win just ahead of Gray and Evans.

**Results**

80 JR: 1. Brian Witzenburg; 2. Reed Harris; 3. Joe Steward; 4. Andy Newbrough.
80 SR: 1. Richard Kerr; 2. Stacey Krpan; 3. Doney Steward; 4. Brian Olson.
125: 1. Rick Spencer; 2. Steve Dillard; 3. Todd Capstick; 4. Chris Clingman.
SR: 1. Brad Jones; 2. Rick Munson; 3. Tom Johnson; 4. Terry Murray.
500 EX: 1. Rick Munson; 2. Brad Jones; 3. Daryl Lilly; 4. Rick Patton.
250 EX: 1. Brad Jones; 2. Marvin Henricksen; 3. Jeff Huddleston; 4. Jason Hapke.
125 EX: 1. Travis Kobush; 2. Brent Ouellette; 3. Doug Finney; 4. Chad Clenden.
250 AM: 1. Dave Brown; 2. Eric Gray; 3. Todd Capstick; 4. Steve Halterman.

## *Reynaud romps at Black Jack HS*

**By Bruce A. Clark**

RIVERMONT, MO, OCT. 23

It was a nip-and-tuck battle between Chris Caplinger and Rusty Reynaud with the lead changing several times before Reynaud took the point just prior to the finish to win the final event of the Black Jack Hare Scrambles Series. Caplinger bobbled slightly when he hit a bush just 100 yards from the finish to allow Reynaud just the margin he needed to move into the lead. It was an enjoyable battle for spectators to watch, which would have likely been a three-way challenge had Pat Smith not broken his chain just after the start.

It had been almost two years since the Missouri Mudders have run a dry event, therefore, again living up to their namesake. Rain for the previous two days discouraged a few potential competitors, but the hardy participants were pleasantly surprised as the weather cleared and a sunny, cool day greeted them. Though initially the terrain was slick, it soon became tacky, making for a great event.

Almost half of the nine-mile course was made up of new, tight trails in the hilly terrain, providing a challenge for novice and expert riders alike. One very steep downhill, that competitors said seemed to get steeper each lap, along with several creek crossings provided a challenging and fun course, while the tightness helped to eliminate injuries.

The winner completed five laps in two hours, 13 minutes and 58 seconds. Only six riders finished five laps within the two-hour time limit.

Super Senior class winner Larry "Gabby" Hayes finished seventh overall and was the first four-lap finisher, only four seconds down on the five-lap riders.

**Results**

EX: 1. Chris Caplinger; 2. Pat Smith.
OPEN: 1. Roger Struckhoff; 2. Raymond Williams; 3. Tim Hamilton.
250: 1. Chad Busenbark; 2. Harvey Finlay; 3. Al Hejlek.
200: 1. Steve Crews; 2. Rick Thorpe; 3. Jeff Jepson.
125: 1. Ferdinand Aut; 2. Vince Throckmorton; 3. Lance Mills.
4-STRK: 1. Brian Sargeant; 2. Larry Portell.
SR: 1. Bill Duffer; 2. John Gott; 3. Frank Leivan.
S/SR: 1. Larry Hayes; 2. Charlie Burk; 3. Joe Heizer.
BEG: 1. Chip Luquet; 2. Jeff Richard; 3. Kevin Smith.
VINT: 1. Lloyd Stahlman.
MINI: 1. Shawn Taylor; 2. Rob Tresch, Jr.; 3. Gary Kennon.

## *Scott sails to win at Baylands MX*

**By Mike Vancil**

FREMONT, CA, OCT. 19

Russ Scott used a 3-1 performance to take the overall at the final CMC Wednesday night motocross at Baylands. The facility will close its door at the end of December after 32 years!

The RM Suzuki of Scotts' needed some attention after the first moto, and he bounced back in the second moto to take the win over Phil Douglas and Jon Nicholas. Scott was under serious pressure from both the aforementioned riders, and only through hard effort was he able to take the win. Closest to Scott at the end was Nicholas on his KX.

In 125cc Beginner action, it was an energetic Brent Ferrera who took the honors on his CR and did it with double moto wins over eight other riders in his class.

Ferrera's starts were on par with the best but there were no clear cut leaders until the pack reached the first corner. After the first corner it was Ferrera the leader in both motos. He was seriously challenged in the first moto by Mark Gilbert, who also rides a Honda, and

in the second moto by Aaron Cantrelle, on a Kawasaki. Neither rider could do more than trail Ferrera across the line to gain second place.

Veteran Junior George Golling rode a steady and fast race to accomplish double moto wins over his competitors. The multi-class starts quickly saw the Veteran Masters and Old Timer Masters pull ahead, but the trailing group of five Veteran Juniors was led by Golling. Coming the closest to Golling was second-place finisher both times Vet Junior Scott Wright on his YZ Yamaha.

Dan Reger pushed himself and his CR to double moto victories in the highly contested 125cc Junior events. Reger has developed into a much smoother racer over the last half season and doesn't crash nearly as much as he did early on. Reger had the lead in both motos by the time his race reached the rocker section after turn two. He was never seriously challenged, as first Shawn Yuill and then Lance Lucero had mechanical difficulties.

**Results**

80 MINI BEG: 1. Brett Whitmore (Kaw); 2. Jared Spencer (Hon); 3. Chad Green (Yam).
80 MINI JR: 1. Aaron Cantrelle (Kaw); 2. Reno Alexander (Hon).
BIG WHL: 1. Don Bettencourt (Kaw).
125 BEG: 1. Brent Ferrera (Hon); 2. Aaron Cantrelle (Kaw); 3. Mark Gilbert (Hon); 4. John Romanoff (Hon); 5. Greg Norman (Hon).
125 JR: 1. Dan Reger (Hon); 2. Dave Kopels (Hon); 3. Brian Ross (Yam); 4. Danny Williams (Hon); 5. Shawn Yuill (Suz).
250 BEG: 1. Jeff Anderson (Yam); 2. Mike Ramage (Yam); 3. Chris Babcock (Hon); 4. Ted Herzon (Hon).
250 JR: 1. Mike Hodges (Hon); 2. Dave Kopels (Kaw); 3. Junco Andres (Hon).
250 INT: 1. Eric Pucelik (Hon); 2. Joe Bruce (Yam).
250 PRO: 1. Russ Scott (Suz); 2. Phil Douglas (Suz); 3. Jon Nicholas (Kaw).
VET JR: 1. George Golling (Hon); 2. Scott Wright (Yam); 3. Fred Stefani (Hon); 4. Rich Kroske (Yam).
VET MSTR: 1. Jerry Caton (Hon).

## *Haase best at Perris GP*

**By David & Pauline Fraze**

PERRIS, CA, OCT. 30

Jeff Haase led nearly the entire 250cc class race to take the overall win at the SRA GP at Perris Raceway.

Thousand Oaks Kawasaki's Haase shot off the line to lead the 250cc Expert class into the first turn. Close behind were Greg Fountain, Mike Baker and Cliff Oakes. Fountain was able to slip inside Haase on the third turn and led briefly until Haase repassed him on the back section.

As Haase extended his lead Baker put the pressure on Fountain. Baker, who had earlier won the Open Expert class, was able to pass Fountain midway through the second lap. At the same time Haase stalled his Kawasaki in one of the tight turns and Baker used the opportunity to close the gap and took the lead on the third lap.

With the race half over, Haase repassed Baker in front of the grandstands. Fourth-place Oakes was also starting to make his move. After 30 minutes of hard riding Fountain began to catch Baker for second place. Fountain made a spectacular pass on Baker over the tabletop jump in front of the bleachers. Oakes was next to pass Baker, whose hands started to blister early in the race, forcing him to slow and eventually retire after seven grueling laps. Oakes then set his sights on Fountain and after half a lap he was able to pass him to take over second.

Haase maintained his fast, smooth style over the last three laps to hold his lead over the hard-charging Oakes. The two made it a one-two finish for Kawasaki. Fountain held onto third over Johnny Cambell and Jason Benacka.

Haase came back to finish second in the Vet class behind Honda-mounted Danny Sanchez. Craig Adams rode a strong race to finish third.

**Results**

80: 1. Randy Better; 2. Joseph Nevins; 3. Kevin Burgeson.
SR: 1. Ron Dugan; 2. Russ Robinson; 3. Vern Heath.
OPEN: 1. Mike Baker; 2. Willie Musgrave; 3. Tommy Wanket.
200: 1. Scott Bristol; 2. Greg Fountain; 3. Ed Vitelli.
VET: 1. Danny Sanchez; 2. Jeff Haase; 3. Craig Adams.
250: 1. Jeff Haase; 2. Cliff Oakes; 3. Greg Fountain.

## *Hand jams to OIR MX win*

**By Peggy Adamic**

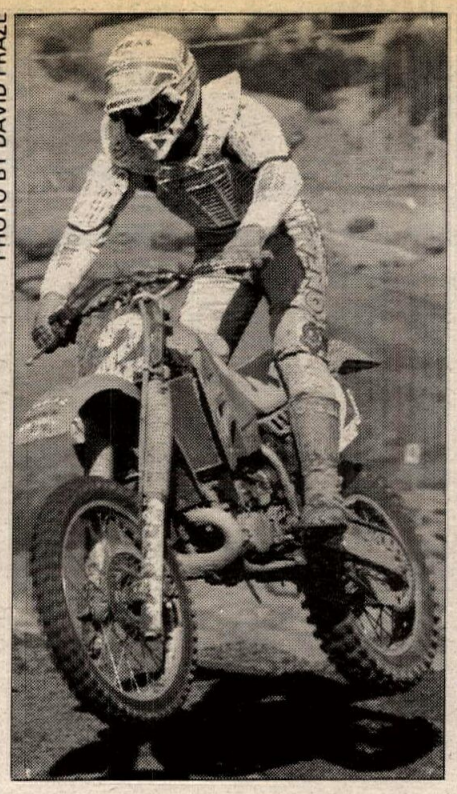
RAVENNA, OH, OCT. 23

Honda-mounted David Hand took the overall win in the combined 125/250cc A class via a double moto sweep at Ohio International Raceway. Nearly 200 riders attended the track's season finale which included long jump contests, the track championship and the Women's Powder Puff race.

Marcus Sellards powered his Honda into the lead to begin the first 125/250cc A moto with Hand and Greg Wheeler giving chase. Hand took over the lead to begin lap two and the order was Hand, Sellards and Wheeler for five and a half laps. Then Wheeler routed past Sellards and held on to the checkered flag. Ron Dunfee and Barney Barnett rounded out the top five. Sellards sailed 96½ feet through the air to grab the $50 long jump prize money, beating both Dunfee and Steve Gardiner by less than a foot.

Hand took the start-to-finish win in moto two. Sellards, Wheeler, Dunfee and Barnett had a four-way battle for second as Hand began to pull away. Sellards held second through three laps, then Wheeler moved into second. With Hand out to a 13-second lead and Wheeler holding solidly to second,

PHOTO BY DAVID FRAZE



**Jeff Haase won the 250cc class at the SRA Perris Grand Prix.**

Dunfee motored past Sellards with Barnett also getting Sellards on the last lap.

Shane Smith powered his Suzuki to the double moto wins in the 250cc C class. Dennis Wade holeshot moto one but Henry Hauenstein grabbed the lead in turn two. Jason Huffman and Smith followed the two riders through mid-race when Smith passed Huffman and immediately moved in on Wade. Hauenstein held a slim lead as Smith caught and passed Wade. Smith dispensed of Hauenstein on the final lap of the moto as Greg Ferris motored past Wade to grab third. John Bell chased Wade over the finish line to round out the top five.

Moto two saw Smith grab the led off the line and hold on throughout the five lap moto. Bell and Ferris ran 2-3 until mid-race when Ferris powered around Bell. Hauenstein and Jack Steele chased the three front runners to the checkered flag.

Bryan Jones and Chris Grasso swapped moto finishes in the highly-competitive 250cc B class. Grasso took the win in moto one as he led the field of riders from the drop of the gate to the checkered flag. During his start-to-finish romp, Grasso flew his KTM 82 feet off the sky jump to take home the five-foot trophy in the Amateur long jump contest. Bob Werschey and Jones swapped places several times before Jones settled into second place for good.

Grasso and Jones were side by side in turn one to start moto two with Jones pulling ahead in turn two. D.J. Heberlein and Steve Wooledge grabbed third and fourth ahead of Werschey. Jones immediately put distance on the riders behind. Wooledge motored past Heberlein to begin lap two with Werschey also moving ahead of Heberlein on the same lap. Wooledge camped on Grasso's back tire for the remainder of the race as Jones ran up a 12-second lead. Chuck Emery motored past Werschey to grab fourth with Heberlein taking a DNF. Jones' 2-1 finish gave him the overall and the season points lead ahead of Werschey and Grasso. ●

**Results**

50: 1. Mark Callahan (Yam); 2. Jesse Finley (Yam); 3. Larry Rust (Yam); 4. Ryan Andrews (Yam); 5. Stevie Savase (Yam).
60: 1. Brock Sellards (Kaw); 2. Karl Scott (Kaw); 3. Jesse Atkinson (Yam).
80 7-11: 1. Frank Bitner (Kaw); 2. David Borris (Hon); 3. Jeremy Lawson (Kaw).
80 12-13: 1. Mike Katin (Hon); 2. Trevor Trace (Kaw); 3. Jason Myers (Kaw); 4. Jay Hershey (Suz); 5. John Grasso (KTM).
80 14-15: 1. Trevor Vines (Hon); 2. Tim Conti (Hon); 3. Rick Roosa (Hon); 4.John Caruso (Hon); 5. Chris Gregor (Suz).
125 A: 1. Barney Barnett (Hon)l 2. Rob Yenulonis (Yam); 3. Ed Snyder (Kaw).
125 SCHBY: 1. Brad Quear (Hon); 2. Mike Katin (Hon); 3. Joe Mezatesta (Hon); 4. John Caruso (Hon); 5. Rob Coe (Kaw).
125 B: 1. Chris Grasso (KTM); 2. Steve Wooledge (Hon); 3. Chuck Francisco (Suz); 4. Chris Bodo (Hon); 5. Jason Huffman (Hon).
125 C: 1. Jim Slaughter (Hon); 2. James Wagner (Hon); 3. Chris Miller (Hon); 4. Bill Koleno (Kaw); 5. Kelly Johnson (Kaw).
250/OPEN A: 1. David Hand (Hon); 2. Greg Wheeler (Hon); 3. Ron Dunfee (KTM); 4. Marcus Sellards (Hon); 5. Vern Zweifel (Yam).
250 B: 1. Bryan Jones (Kaw); 2. Chris Grasso (KTM); 3. Steve Wooledge (Hon); 4. Robert Werschey (Yam); 5. Chuck Emery (Hon).
250 C: 1. Shane Smith (Suz); 2. Greg Ferris (Hon); 3. Henry Hauenstein (Hon); 4. John Bell (Hon); 5. Dennis Wade (Hon).
OPEN B: 1. Neal Davis (KTM); 2. Jerry Boyd (Hon); 3. Scott Biter (Hon); 4. Joe Rist (Yam); 5. Mike Gorman (Cag).
SR 1: 1. Ken Frankenbery (Hon); 2. Hal Dahringer (Kaw); 3. Blaine Ducaster (Kaw); 4. Henry Hauenstein (Hon); 5. Bruce Davis (C-A).
SR 2: 1. Jeff Pfaff (Hon); 2. Larry Stahl (Hon); 3. Jerry Boyd (Hon); 4. Tom Knapp (Hon); 5. Dallas York (Kaw).
WMN: 1. Lana Ford (Hon); 2. Theresa Pahanish (Kaw); 3. Linda Rust (Kaw); 4. Gina McBay (Hon); 5. Patty Harrington (Hon).
EXTRA: 1. Marcus Sellards (Hon); 2. Darren Lindh (Hon); 3.Ed Snyder (Kaw); 4. Art Jackson (Hon); 5. Paul Knapp (Hon).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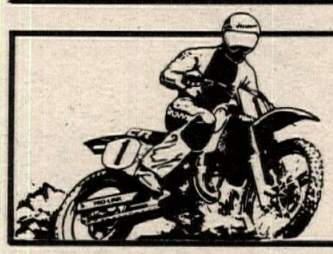

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# RESULTS

### Motocross
### Mosier Valley MX
### Euless, TX
### Oct. 28

50
Michael Medford Yam
Alea Shinn Yam
Robby Shinn Yam
Dusty Fountain Yam
Brian Lackey Suz
60
Joe McIntyre Kaw
Aaron Selden Kaw
Brice Moore Kaw
Shannon Smith Kaw
Bear Spencer Hon
80 BEG
Joey Pratt Kaw
J.J. Spencer Kaw
John Spencer Yam
Mark Kirk Hon
Evan Arlington Yam
80 NOV
Trouble Crider Kaw
Brian Frye Kaw
Jeremy Langston Yam
80 INT
Jason York Suz
125 BEG
Michael Worrell Hon
Kenny Ling Yam
Larry Massey Yam
Billy Bell Hon
Steve Hull Yam
125 NOV
Doug Gill Hon
Scott Moran Hon
Dwayne Donahoe Yam
Vince Vedda Hon
John Hollansworth Kaw
250 BEG
Richard Gomez Suz
Bryan Puner Kaw
Russell Fagan Hon
Mike Trimmer Hon
Bob Katchmazenski Hon
250 NOV
Bobby Christiason Suz
Darren Brawn Hon
Mike McCreary Hon
David Langston Yam
Mike Dunn Suz
OPEN NOV
Greg Franks Kaw
Dan McKinley Yam
Jim Bob Morris Hon
Ben Brown Hon
Tori Hicks Hon
COMB INT
Johnny Jones Suz
Mark Lamb Hon
Todd Bates Hon
Larry Dodson Yam
David Widmre Kaw
OVER 30 NOV
Jim Mallewick Hon
Ben Carter Hon
Ralph Robinson Kaw
Jeff Haney Hon
OVER 30 EX
Steve McCombs Yam
John Hollansworth Kaw
David Thompson Yam
COMB EX
Dennis Hawthorn Kaw
Jason Upshaw Hon
Clay Hoenshell Suz
Terry Tinney Suz
Greg Denison Hon

### Motocross
### County Line Raceway
### Vance, AL
### Oct. 22
### By Dixie Cash

50
Heath Pettit Hon
80 SR C
Denny Franklin Kaw
Dewayne Jones Yam
80 SR B
Chris Boyd Kaw
125 B
Craig Killgore
125 C
Chuck Land Yam
Russ Stephens Hon
Jerry Randall Kaw
125 2YR & OLDER BIKE
Randy Fuller Hon
Marty Lucas Kaw
250 B
Danny Williams Kaw
250 C
Brian Coleman Kaw
Gabe Fisher Kaw
250 2-YR & OLDER BIKE
Jerry Swindle Hon
Mason Caldwell Hon
Robert Gyton Hon
Troy Elkins Kaw
OPEN B
Alan Thomas Hon
SR
Jim Morton Kaw

### Motocross
### NESC
### Southwick, MA
### Oct. 23

125 NOV A
Ed Clark Suz
David Ouellette Kaw
Kevin McLellan Yam
John Peterson Kaw
James Smith Kaw
125 NOV B
Kevin Judson Kaw
Tom Crothers Hon
John Messima Kaw
Bernie Grzywacz Kaw
David Murray Hon
250 NOV
Mark Rowens Hon
Kevin Frappier Suz
David Hayden Hon
Angelo Stack Hon
Chris Barker Kaw
250 OPEN AM
Andy Kirkpatrick Hon
Jon Vandall Suz
Bob Jurzak Kaw
Steve Griff Suz
Mark Bohenko Yam
125 EX
Jo Jo Keller Hon
Pat Barton Hon
Doug Henry Yam
Bill Bzielak Hon
Joe Waddington Yam
250 OPEN EX
Pat Barton Hon
David Rudnicki Suz
John Dowd Suz
Randy McCann Kaw
Keith Johnson Kaw
VET (30-34)
Wemyss Scott Yam
Steve Kincaid Yam
Jim Meenan Suz
Gary Mikalso Hon
Mark Malonson Suz
S/VET (35 & UP)
Dan Boone Sr. Yam
Ron Vincent Yam
Bob Swatik Hus
Jerry Borrello Hon
Lou Colon Yam
85 BEG
Bryan Engstrom Yam
Richard Morin Kaw
Brian Collette Kaw
Larry Lashway Kaw
Matt Bishop Yam
85 JR
John Barone Jr. Kaw
Dan Boone Jr. Kaw
Bob Busa Yam
Anthony Lawrence Kaw
Mike Perron Kaw
85 SR
Tony Lorusso Yam
Wally Silva Yam
Jason Buzzee Suz
125 BEG
David Ouellette Kaw
John MacLellan Hon
Eric Limkemann Hon
Keith Waterman Hon
Dennis Harrington Suz
125 SR
Jason Buzzee Kaw
Tony Lorusso Yam
Wally Silva Kaw
David Hicks Yam
OPEN NOV
Mark Purum Hon
Mark Presta Yam
Ian Linscott Hon
Chris Barker Kaw
John Wojtyna Kaw

### Motocross
### NESC
### Southwick, MA
### Oct. 23
### Final Standings

200 + AM
Andy Kirkpatrick Hon
Jon Vandall Suz
Richard Barnaby Suz
Bert Drouin Suz
Al Grondell Kaw
125 AM
Jim Johnson Hon
Jeff Haight Hon
Don Kelleter Kaw
Doug Pitts Kaw
Scott Carter Kaw
125 EX
Doug Henry Yam
Joe Waddington Yam
Pat Barton Hon
Ed Morse Hon
Wemyss Scott Yam
200 + EX
John Dowd Suz
David Rudnicki Suz
Joe Mikalson Hon
Randy McCann Kaw
Jo Jo Keller Hon
85
Wally Silva Yam
Jason Buzzee Suz
John Barone Jr. Kaw
Dan Boone Jr. Kaw
Bob Busa Yam
85 BEG/JR
John Barone Jr. Kaw
Dan Boone Jr. Kaw
Bob Busa Yam
Anthony Lawrence Kaw
Bob Kacmarcik Kaw
VET (30-34)
David Clemence Hon
Dan MacNeil Hon
Mark Malonson Suz
Norm Hebert Hon
Ralph Hanson Cag
S/VET 35+
Dan Boone Sr. Yam
Lou Colon Yam
Bob Swatik Hus
John Barone Sr. Hon
Cindy Erdle Hon
VET NON-EX
Norm Hebert Hon
Mark Malonson Suz
Dan Boone Sr. Yam
Chris Knuth Hon
Jim Pare Hon

### Motocross
### NESC C'ship Series
### Middleboro, MA
### Oct. 30

125 NOV A
Lee Pelletier Hon
John Heavsides Hon
Ian Linscott Hon
Alan Anans Suz
Eric Morie Kaw
250 NOV
Angelo Stack Hon
Dean Onners Kaw
Steve Gothers Hon
Robert Vilandry Hon
Lee Pelletier Hon
OPEN NOV
Nipper Alsup Kaw
John Stark Yam
Steve Gothers Hon
Joe Defilippi Kaw
Bob Bisson Yam
125 AM
Ron Jockson Suz
Jeff Haight Hon
Jim Johnson Hon
Don Kelleter Kaw
Willard Chamberlain Yam
250 OPEN AM
Andy Kirkpatrick Hon
Jon Vandall Suz
Al Grondell Kaw
Mark Bohenk Yam
Bert Drouin Suz
125 EX
Gary Lussier Kaw
Paul Goyette Yam
Tom Navarro Kaw
Peter Kane Hon
250 OPEN EX
John Dowd Suz
Gene Naumec Kaw
David Rudnicki Suz
Doug Henry Yam
Pat Barton Hon
VET
Steve Kincaid Yam
Mark Malonson Suz
Rick Marshall Hon
David Clinch Hon
Warren Rutherford ATK
S/VET (35 & UP)
Dennis Makowski Hon
Lou Colon Yam
Jerry Borrello Hon
Ron Vincent Yam
Alan Niles Hon
85 BEG
Al Alsup Kaw
Larry Lashway Kaw
Joe Russo Hon
Hurst Tasha Hon
Brian Hollway Hon
85 JR
Bob Busa Yam
John Barone Sr Kaw
Mike Perron Kaw
David Souza Jr. Kaw
Adam Dupont Hon
85 SR
Jason Buzzee Suz
Tony Lorusso Yam
Jason Fowler Kaw
Wally Silva Yam
Brett Nichols Suz
125 BEG
Joe Distasio Hon
Deoran Abramovich Hon
John MacLellan Hon
Scott Gardner Suz
Dennis Harrington Suz
125 JR
Keith Goyette Yam
Steve Rourke Hon
Darren O'Brien Kaw
Jeff Neilander Hon
Brian Austin Kaw
125 SR
Jason Buzzee Kaw
Billy Beach Kaw
Tony Lorusso Yam
Ed Engstrom Yam
Leo Pellerin Jr. Yam
125 NOV B
John Peterson Kaw
David Murray Hon
Joe Distasio Hon
Mike Ouellette Suz
Arnold Perrin Yam

### Motocross
### County Line Raceway
### Vance, AL
### Oct. 29
### By Dixie Cash

80 SR
Dewayne Jones Yam
125 C
Russ Stephens Hon
Gerald Lovoy Yam
Jerry Randall Kaw
125 2YR OLD & UP
Randy Fuller Hon
250 C
Chip Owing Hon
Tim Hawkins Suz
Brian Coleman Kaw
Jeff Smith Suz
250 2YR OLD & UP
Mason Caldwell Hon
Robert Guyton Hon
Neil Clemans Hon
OPEN
Darren Payne Kaw
SR
Jeff Besant Yam

### Motocross
### Mosier Valley
### Euless, TX
### Nov. 4

50
Alea Shinn Yam
Miichael Medford Jr Yam
Tommy Gheen Hon
J R Patrono Yam
Paul Leist Yam
60
Joe McIntyre Kaw
Aaron Selden Kaw
Shannon Smith Kaw
Charlie Bogard Kaw
80 NOV
Trouble Crider Kaw
Brian Frye Kaw
Joey Pratt Kaw
Chris Young Kaw
80 INT
Jason York Suz
80 BEG
John Spencer Yam
Evan Arlington Yam
Andy Golden Kaw
125 BEG
Brad Combs Hon
Larry Massey Yam
Michael Worrell Hon
Greg Rose Kaw
Mike Wills Yam
125 NOV
Dwayne Donahoe Yam
Rodger Barton Hon
Denton Hickey Kaw
Doug Gill Hon
Dwayne Copeland Suz
250 BEG
Kenny Long Hon
Ryan Raymer Hon
Charlie Knight Kaw
Russ Fagan Hon
Mike Trimmier Hon
250 NOV
Bobby Christiason Suz
Sprint Haynes Yam
James Reed Yam
Chris Barton Kaw
Richard Gomez Suz
OPEN NOV
Dan McKinley Hon
David Myers Hon
Jim Bob Morris Hon
Ben Brown Hon
Tim Thompson Kaw
INT
Mark Lamb Hon
Todd Bates Hon
Larry Dodson Yam
Eric Ricke Kaw
Johnny Jones Hon
OVER 30 NOV
Jim Mallewick Hon
Ben Carter Hon
Ralph Robinson Kaw
Jeff Haney Hon
Philip Ramirez Kaw
OVER 30 EX
Steve McCombs Yam
David Thompson Yam
EX
Jason Upshaw Hon
Terry Tinney Suz
Clay Hoenshell Suz
Dennis Hawthone Kaw
Mark Filler Kaw

### Short Track
### Middleford Spdwy
### Milford, DE
### Oct. 28
### By Woody Miller

50
John Winsett Yam
80 B
Phil Libhart Yam
80 A
Ricky Wionsett Yam
Todd Winsett Yam
125 A
Ricky Winsett Yam
Todd Winsett Yam
250 B
John Carl Hus
500 B
Ivan Carl Yam
Phil Libhart Yam
500 A
John Winsett Yam
OPEN B
Ivan Carl Yam
John Carl Hus
Tom Kisielnicki Yam
OPEN A
Roy Collings H-D
Guy Stuart Yam
CASH DASH
Guy Stuart Yam
Roy Collings H-D
Tom Kisielnicki Yam
Ricky Winsett Yam
Todd Winsett Yam

# calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

## CHAMPIONSHIP EVENTS

### World C'ship Road Race Series

| | |
|---|---|
| 3/26 | Suzuka, Japan |
| 4/9 | Phillip Island, Australia |
| 4/16 | Laguna Seca, United States |
| 4/30 | Jerez, Spain |
| 5/14 | Mugello, Italy |
| 5/28 | Hockenheim, West Germany |
| 6/4 | Salzburg, Austria |
| 6/24 | Assen, Holland |
| 7/2 | Spa, Belgium |
| 7/16 | Le Mans, France |
| 7/23 | Rijeka, Yugoslavia |
| 8/6 | Donington Park, England |
| 8/27 | Brno, Czechoslovakia |
| 9/17 | Goiania, Brazil |
| 9/24 | Buenos Aires, Argentina |

*Tentative

### World C'ship Superbike Road Race Series

| | |
|---|---|
| 3/26 | Donington Park, England |
| 4/30 | Hungaroring, Hungary |
| 5/14 | Rio de Janeiro, Brazil |
| 5/21 | Buenos Aires, Argentina |
| 6/4 | Mosport, Canada |
| 6/11 | Brainerd, USA |
| 6/22 | Assen, Holland |
| 7/2 | Oesterreichring, Austria |
| 7/30 | Paul Ricard, France |
| 8/27 | Sugo, Japan |
| 9/17 | Hockenheim, West Germany |
| 9/24 | Pergusa, Sicily |
| 10/8 | Oran Park, Australia |
| 10/15 | Manfield, New Zealand |

### AMA Nat'l C'ship SX Series

| | |
|---|---|
| 1/28 | Anaheim, CA |
| 2/4-5 | Seattle, WA |
| 2/11 | San Diego, CA |
| 2/25 | Atlanta, GA |
| 3/4 | Miami, FL |
| 3/11 | Daytona Beach, CA |
| 3/18 | Houston, TX |
| 3/25 | Tampa, FL |
| 4/8 | Dallas, TX |
| 4/15-16 | Pontiac, MI |
| 5/6 | E. Rutherford, NJ |
| 6/3 | Oklahoma City, OK |
| 6/10 | Los Angeles, CA |

Info 614/891-2425

### AMA 125/250cc Nat'l C'ship MX Series

| | |
|---|---|
| 4/2 | Gainesville, FL |
| 4/23 | Sacramento, CA |
| 4/30 | Axton, VA |
| 5/21 | Southwick, MA |
| 5/28 | Mt. Morris, PA |
| 7/2 | Buchanan, MI |
| 7/9 | 250cc GP New Berlin, NY |
| 7/16 | Troy, OH |

Info 614/891-2425

### AMA 125/500cc Nat'l C'ship MX Series

| | |
|---|---|
| 6/18 | 500cc GP Hollister, CA |
| 8/20 | Millville, MN |
| 8/27 | Washougal, WA |
| 9/24 | Binghamton, NY |
| 10/1 | Delmont, PA |
| 10/8 | Budds Creek, MD |
| 10/15 | New Berlin, NY |
| 10/29 | Hollister, CA |

Info 614/891-2425

### AMA Invitational Indoor Pro Ice Race Series

| | |
|---|---|
| 12/29 | Muskegon, MI |
| 12/30 | Kalamazoo, MI |
| 1/1 | Ft. Wayne, IN |
| 1/7 | Danville, IL |
| 1/8 | Peoria, IL |
| 1/13 | Erie, PA |
| 1/14 | Hamilton, Ont., Canada |

Info 616/941-0815

### SETRA C'ship Enduro Series

| | |
|---|---|
| 1/15 | Charleston, SC |
| 1/22 | Clinton, SC |
| 1/29 | Sumter, SC |
| 3/5 | Pelion, SC |
| 3/12 | Palatka, FL |
| 3/19 | Maxey, GA |
| 4/30 | Raeford, FL |
| 5/14 | Abbeville, SC |

Info 404/532-6832

### Dragbike! Nat'l C'ship Series

| | |
|---|---|
| 11/18-20 | Gainesville, FL |

Info 315/735-1661

### NETRA C'ship Enduro Series

| | |
|---|---|
| 12/4 | Marlborough, CT |

### NETRA Turkey Run Series

| | |
|---|---|
| 11/27 | Plympton, MA |

### SETRA C'ship Hare Scramble Series

| | |
|---|---|
| 11/27 | Greeneville, TN |
| 12/11 | Sanford, NC |
| 2/5/89 | Maxeys, GA |
| 2/26 | Sumter, SC |
| 4/2 | Sevierville, TN |
| 5/21 | Union, SC |

Info 404/967-3630

### FTA C'ship Observed Trials Series

| | |
|---|---|
| 12/4 | Hernado, FL |
| 1/8/89 | Crooms, FL |

### AMA Florida Gold Cup State C'ship MX Series

| | |
|---|---|
| 11/20 | Dade City, FL |

Info 813/822-8929.

### ARRA C'ship Series

| | |
|---|---|
| 1/28-29 | Willow Springs, CA |
| 2/4-5 | Willow Springs, CA |
| 2/18-19 | Willow Springs, CA |
| 3/18-19 | Willow Springs, CA |
| 4/8-9 | Willow Springs, CA |
| 5/6-7 | Willow Springs, CA |
| 6/17-18 | Willow Springs, CA |
| 7/1-4 | Willow Springs, CA |
| 8/12-13 | Willow Springs, CA |
| 8/26-27 | Willow Springs, CA |
| 9/16-17 | Willow Springs, CA |
| 10/21-22 | Willow Springs, CA |
| 11/11-12 | Willow Springs, CA |
| 12/16-17 | Willow Springs, CA |

Info 805/966-5700

### Golden State Enduro Series

| | |
|---|---|
| 11/20 | King City/Coalinga |

Info 714/643-9108

### ATA C'ship Observed Trials Series

12/3 Schreiber Cup Lucerne, CA
12/4 El Trial de Espana Lucerne, CA
Info 818/840-8120

### Virginia C'ship Hare Scrambles Series

| | |
|---|---|
| 11/20 | Surry, VA |

Info 804/255-4620

### CVRG C'ship Vintage Series

Motocross

| | |
|---|---|
| 11/20 | Sunnymead, CA |

### Sabine Enduro Circuit Series

| | |
|---|---|
| 2/19 | Fort Hood, TX |
| 3/5 | Thurber, TX |
| 4/9 | Nacogdoches, TX |
| 4/30 | Rockne, TX |

Info 409/722-7926

### MXNW Super Series

| | |
|---|---|
| 5/6 | Woodland, WA |
| 5/21 | Sandy, OR |
| 6/4 | Portland, OR |
| 7/2 | Albany, OR |
| 7/16 | Washougal, WA |

Info 503/761-6042

### Mickey Thompson Off-Road C'ship Series

| | |
|---|---|
| 1/21 | Anaheim, CA |
| 2/25 | San Diego, CA |
| 3/18 | Seattle, WA |
| 4/8 | New Orleans, LA |
| 4/15 | Houston, TX |
| 5/6 | Pasadena, CA |
| 7/15 | Los Angeles, CA |
| *9/16 | Denver, CO |
| *10/7 | Las Vegas, NV |

*Tentative
Info 714/938-4100

### MRA C'ship Series

| | |
|---|---|
| 5/7 | Longmont, CO |
| 5/21 | Denver, CO |
| 6/4 | Aspen, CO |
| 6/25 | Denver, CO |
| 7/16 | Denver, CO |
| 7/30 | Longmont, CO |
| 8/12 | Endurance Denver, CO |
| 8/13 | Denver,CO |
| 8/27 | Pueblo, CO |
| 9/9-10 | Steamboat Springs, CO |
| 9/24 | Denver, CO |

*Tentative
Info 303/443-7446

### Florida Winter AMA Series

| | |
|---|---|
| 12/31-1/1 | Gainesville, FL |
| 1/7-8 | Tallahassee, FL |
| 1/14-15 | Dade City, FL |
| 1/21-22 | Cocoa, FL |

### AMA Florida Grand Slam Series of MX

| | |
|---|---|
| 2/25 | Atlanta, GA |
| 3/4 | Miami, FL |
| 3/6 | Daytona Beach, FL |
| 3/11 | Daytona Beach, FL |
| 3/25 | Tampa, FL |
| 4/1-2 | Gainesville, FL |

**NOVEMBER**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

**DECEMBER**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

• Denotes Pro Payback

## November 18

NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OREGON MOTOCROSS
MXNW Series. Salem Arenacross Fairgrounds, Salem. Info 503/928-4474.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## November 18-20

FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 11th Annual Finals. Gainesville Raceway, Gainesville. Info 315/735-1661.

## November 19

CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.


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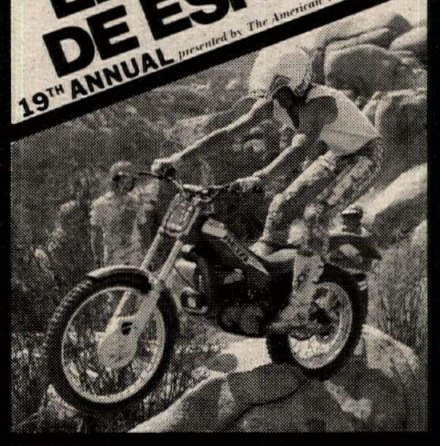


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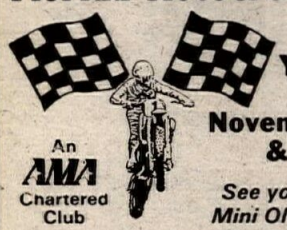

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November 20 & 27

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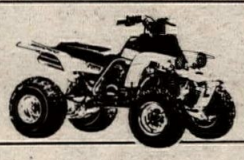

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Sun. Nov. 27 MX LA County Raceway
Sun. Dec. 4 Merry Christmas GP Perris Raceway
Sun. Dec. 11 MX LA County Raceway

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FLORIDA SAND DRAGS/MX
- Orange County Raceway, Orlando. Info 305/568-2271.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

GEORGIA MOTOCROSS
- Supercross of Ringgold, Ringgold. Info 404/937-3372.

GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735..

GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.

MARYLAND SHORT TRACK
- Cockeysville Optimist Club/Balto. County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.

MEXICO ROAD RACE
La Carrera Classic. San Felipe to Ensenada, Baja California. Info 213/464-5720

NEVADA SAND DRAGS
- Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.

OREGON ARENACROSS
MXNW Series. Salem Arenacross Fairgrounds, Salem. Info 503/928-4474.

TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

## November 19-20

CALIFORNIA OFF ROAD RACE
Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

CALIFORNIA POKER RUN
Off-Road. 3rd Annual Toys for Tots. Slash-X Cafe, Barstow. Info 619/256-8617.

CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County. Info 619/427-5759.

CALIFORNIA ROAD RACE
- WERA Pacific/Mountain Region, WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.

## November 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.

ALABAMA MOTOCROSS
- Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.

CALIFORNIA MOTOCROSS
Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA MOTOCROSS
NMA/SMX Western USA #3. L.A. County Raceway, Palmdale. Info 714/583-7486.

CALIFORNIA MOTOCROSS
SMX. CZ World C'ship & CVRG Vintage. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.

CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.

CALIFORNIA MINI MX
CMMC. Barona Oaks, Ramona. Info 619/444-8116.

CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.

CALIFORNIA MOTOCROSS
- CMC/Dodge Trucks/Gear Racewear Fall Finale. Sunrise Valley Cycle Park, Adelanto. 714/261-6116.

CALIFORNIA MOTOCROSS
- CMC. Marysville MX Marysville. Info 916/695-2727.

CALIFORNIA ENDURO
Golden State Series Finale. AMA/D-36 Benefit. Clear Creek Management Area, King City/Coalinga. Info 415/672-2769.

CALIFORINA ROAD RIDE
So. Cal. Sidecar Experience Series. Possee Run. Accessories Unlimited, Newhall. Info 818/366-3179 or 805/251-5051.

CALIFORNIA TRIAL
AMA/Sacramento PITS Turkey Trial. Murderers Gulch, near Auburn. Info 916/758-3642 or 348-1629.

COLORADO TRIALS
RMTA Series. Club trial, Coup de Grace/Novice Shoot-Out. Cotopaxi. Info 303/330-2923 or 475-2018.

FLORIDA MOTOCROSS
- AMA Florida Gold Cup State C'ship Series. Dade City Raceway, Dade City. Info 813/822-8929.

FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.

GEORGIA HARE SCRAMBLES
Borderline HS, Tallapoosa. Info 404/941-9050.

GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.

GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-0413 or 788-4227.

HAWAII ROAD RACE
Hawaii Raceway Park, Wahiawa. Info 808/235-0002 or 621-8660.

ILLINOIS MOTOCROSS
- White Oaks Raceway, Otterville. Info 618/498-2775.

MARYLAND MOTOCROSS
- AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.

MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.

MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.

NEVADA MOTOCROSS
- Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.

NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/693-1975.

NORTH CAROLINA MOTOCROSS
- SE MX Assn. Montrose MX, Raeford. Info 919/875-3805.

NORTH CAROLINA MOTOCROSS
AMA/D-13. Elizabeth City MC, Elizabeth City.

OHIO HARE SCRAMBLES
AMA/D-11/ERA. Thompson's Farm, McArthur. Info 614/444-9600.

OHIO HARE SCRAMBLES
Mansfield MC, Mansfield. Info 419/524-1347.

OHIO HARE SCRAMBLE
CRA/USMC & Proffer Promotions Benefit HS. Big Valley, E. Palestine. Info 216/538-2220.

OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

PENNSYLVANIA HARE SCRAMBLES
D-6. Brandywine Enduro Riders, Coatesville. Info 215/647-2363.

SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.

SOUTH CAROLINA POKER RUN
Dirt P.R. Family Riders MC. Francis Marion Nat'l Forest, Charleston. Info 803/553-3473.

SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.

TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

TENNESSEE MOTOCROSS
- Dallas Ricker Complex, Greeneville. Info 615/323-5497.

TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.

TEXAS MOTOCROSS
- Mustang Tracks, Alvin. Info 713/488-8563 or 337-3970.

VIRGINIA HARE SCRAMBLES
VA C'ship Series. Tidewater 100, Surry. Info 804/488-6315.

WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

## November 25

NORTH CAROLINA MOTOCROSS
- Wilkes County MX Park, Lenoir. Info 704/758-4342.

SOUTH CAROLINA SUPERCROSS
- Riverside Speedway, Travelers Rest. Info 704/685-3033.

TEXAS MOTOCROSS
- Mosier Valley MX Park, Euless. Info 817/540-0815.

WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

## November 25-26

CALIFORNIA DUAL SPORT RIDE
AMA/D-37. Start Day I - Tujunga. Start Day 2 - Barstow. Info 818/353-5409.

MISSISSIPPI SHORT TRACK
Motorsports of America. Mississippi Coast Coliseum, Biloxi. Info 316/225-7041.

## November 26

CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.

CALIFORNIA ENDURO
Rescheduled from 10/30. AMA/D-36/CERA. Fools Gold Enduro. Georgetown. Info 415/462-6824.

DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.

FLORIDA MOTOCROSS
R & R Racing. Dade City Racing, Dade City. Info 813/986-4950.

FLORIDA SHORT TRACK/MX
- Orange County Raceway, Orlando. Info 305/568-2271.

GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.

GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.

GEORGIA MOTOCROSS
- Supercross of Ringgold. Ringgold. Info 404/937-3372.

TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 513/667-5701.

WASHINGTON GRAND PRIX
NMA/Seafair City MC. Seattle Int'l Raceway, Kent. Info 206/391-0508.

## November 27

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.

ALABAMA MOTOCROSS
- Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.

ALABAMA HARE SCRAMBLES
Heart of Dixie Dirt Riders, Double Springs. Info 205/221-7065.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.

CALIFORNIA MOTOCROSS
NMA/SMX Western USA #4. Perris Raceway, Perris. Info 714/583-7486.

CALIFORNIA CROSS COUNTRY
AMA/Polka Dots MC. Prairie City OHV Park, Sacramento. Info 916/422-3532.

CALIFORNIA MINI ROAD RACE
SRE. Karting Recreation Center, Oxnard. Info 805/871-7055.

CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

CALIFORNIA MOTOCROSS
- CMC/Dodge Trucks/Gear Racewear Fall Finale. Carlsbad Raceway, Carlsbad. Info 714/261-6116.

CALIFORNIA MOTOCROSS
- Argyll Park, Dixon. Info 916/678-3592.

CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.

CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info 415/634-3328.

FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.

GEORGIA TOY RUN
ABATE of Georgia, Inc. 5th Annual Toy Run. Chastain Park, Atlanta. Info 404/294-8184.

KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.

KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.

MARYLAND MOTOCROSS
- AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.

MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chili. Plympton. Info 203/875-5757.

MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.

NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/693-1975.

NORTH CAROLINA MOTOCROSS
Wheeling It, Maysville. Info 919/342-3972.

NORTH CAROLINA MOTOCROSS
- Silver Creek Knob MX Park, Morganton. Info 704/584-2808.

NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

OHIO HARE SCRAMBLES
Team HS C'ship. Action Sports Promotions, Nelsonville. Info 614/753-2169.

OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.

OKLAHOMA MOTOCROSS
Motorcycle Racewys, Oklahoma City. Info 405/681-9492.

OKLAHOMA MOTOCROSS
- Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.

OREGON SUPERCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.

SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.

TENNESSEE HARE SCRAMBLES
- SETRA C'ship Series. Dallas Ricker Complex, Greeneville. Info 615/323-5497.

TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 515/479-3470 or 554-3392.

TEXAS MOTOCROSS
- Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

TEXAS MOTOCROSS
Skeeter MX, Alvin. Info 409/925-4232.

TEXAS MOTOCROSS
- Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.

## December 2

NORTH CAROLINA MOTOCROSS
- Wilkes County MX Park, Lenoir. Info 704/758-4342.

SOUTH CAROLINA SUPERCROSS
- Riverside Speedway, Travelers Rest. Info 704/685-3033.

TEXAS MOTOCROSS
- Mosier Valley MX Park, Euless, between Dallas & Fort Worth. Info 817/540-0815.

## December 2-3

LOUISIANA SHORT TRACK
Motorsports of America. Lake Charles Civic Center, Lake Charles. Info 316/225-7041 or 225-1430.

OREGON ARENACROSS
MXNW Series. Salem Fairgounds, Salem. Info 503/928-4474.

## December 2-4

NEVADA DESERT RACE
- Best in the Desert Grand Slam C'ship Series. Riverside Resort, Lauglin. Info 702/457-5775.

## December 3

ALABAMA SHORT TRACK
Motorsports of America. Birmingham Civic Center, Birmingham. Info 316/225-7041 or 225-1430.

CALIFORNIA TRIALS
ATA Series. Schrieber Cup. Lucerne Valley. Info 818/840-8120 or 714/898-8151.

CALIFORNIA MINI MX
CMMC. Barona Oaks, Ramona. Info 619/444-8116.

DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
● Supercross of Ringgold. Ringgold. Info 404/937-3372.
MARYLAND SHORT TRACK
● Cockeysville Optimist Club/Baltimore County Trail Riders. Timonium State Fairgrounds, Timonium. Info 301/284-5330.
MEXICO HARE & HOUND
ADRA Series. 12th Annual Sonoita to Rocky Point H & H. Just south of Lukeville, AZ. Info 602/252-1900.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

## December 3-4

CALIFORNIA ROAD RACE
● ARRA Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual Rattlesnake. Ancient Dry Lakebed, Imperial County. Info 619/427-5759.

## December 4

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
CALIFORNIA GRAND PRIX
● Coast Racing Assn. Brad Lackey Christmas GP. Carlsbad Raceway, Carlsbad. Info 619/722-3292.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Martinez Racing. Argyll Park, Dixon. Info 415/641-9308.
CALIFORNIA TRIALS
ATA Observed Trials Series. El Trial de Espana. Lucerne Valley. Info 619/347-5796 or 714/898-8151.
CALIFORNIA MOTOCROSS
● CMC Multi-Nationals. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
Salinas Ramblers MC Quicksilver European Scrambles. Coalinga, King City. Info 408/422-3232.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Enduro, Marlborough. Info 203/875-5757.
FLORIDA TRIALS
FTA Observed Trials. Crooms MC Park, Brooksville. Info 904/596-0047.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline HS, Tallapoosa. Info 404/941-8464.
ILLINOIS MOTOCROSS
● White Oaks Raceway, Otterville. Info 618/498-2775.
MARYLAND HARE SCRAMBLES/MX
● AMA/D-7. Potomac MX, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017or 939-5077.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
OHIO HARE SCRAMBLES
● Team HS C'ship of the World Series. Action Sports Promotions. Nelsonville. Info 614/753-2169.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/756-8601 or 614/389-5268.
OKLAHOMA CROSS COUNTRY
Okie Dirt Riders. Draper Lake, Oklahoma City. Info 405/632-3370.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
SOUTH CAROLINA HARE SCRAMBLES
Eastern C'ship Series. PCCA. Abbeville. Info 803/446-3643.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
● Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS MOTOCROSS
● Mustang Tracks, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS HARE SCRAMBLES
Trail Riders of Houston HS Series. Bastrop MX, Bastrop. Info 713/568-2623.
VIRGINIA MOTOCROSS
AMA. T & M Racing. S.M.E., Dillwyn. Info 919/473-5407.
WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

## December 9

NORTH CAROLINA MOTOCROSS
● Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
● Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

## December 9-10

VIRGINIA SHORT TRACK
Motorsports of America. Hampton Coliseum, Hampton. Info 316/225-7041 or 225-1430.

## December 10

DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA SHORT TRACK/MX
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
MEXICO ENDURO
Las Ancianos MC San Diego Tecate 250K Enduro. Tecate, B.C. Info 619/277-4476 or 279-2498.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

## December 10-11

OHIO INDOOR MX
● AMA/Action Sports Promotions. Fairgrounds Coliseum, Columbus. Info 614/594-MOTO or 753-2169.

## December 11

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. Hollister Hills SVRA Upper Ranch, Hollister. Info 408/293-2743.
CALIFORNIA ENDURO
SCEC Series. Lucenne Valley. Info 714/689-6114.
CALIFORNIA MOTOCROSS
● PRRA/Holiday MX Series. Hollister Hills MX, Hollister. Info 415/968-1599.
CALIFORNIA MARATHON
4 Race Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MINI ROAD RACE
SRE. Karting Recreation Center, Oxnard. Info 805/871-7055.
CALIFORNIA MOTOCROSS
● Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA HARE SCRAMBLES
D-37/Dirt Diggers. Charlie's Place, limed from Trona Rd & 395. Info 619/376-2128.
ILLINOIS MOTOCROSS
White Oaks Raceway, Otterville. Info 618/498-2775.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Rec. Park, Gardnersville. Info 606/472-3442.

# FREE CALENDAR LISTING

**Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.**

Event date: _____

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SUPERCROSS CYCLES — 4 WHEEL ATC — TRADE SHOW
SATURDAY, FEBRUARY 18TH: TRADE SHOW 12:00 NOON - 10:00 P.M. — RACES 8:00 P.M.
SUNDAY, FEBRUARY 19TH: TRADE SHOW 12:00 NOON - 6 P.M. — RACES 2:00 P.M.
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Sun. Nov. 20 LA County Raceway
(Western USA Series Round #3)
Sun. Nov. 20 DeAnza
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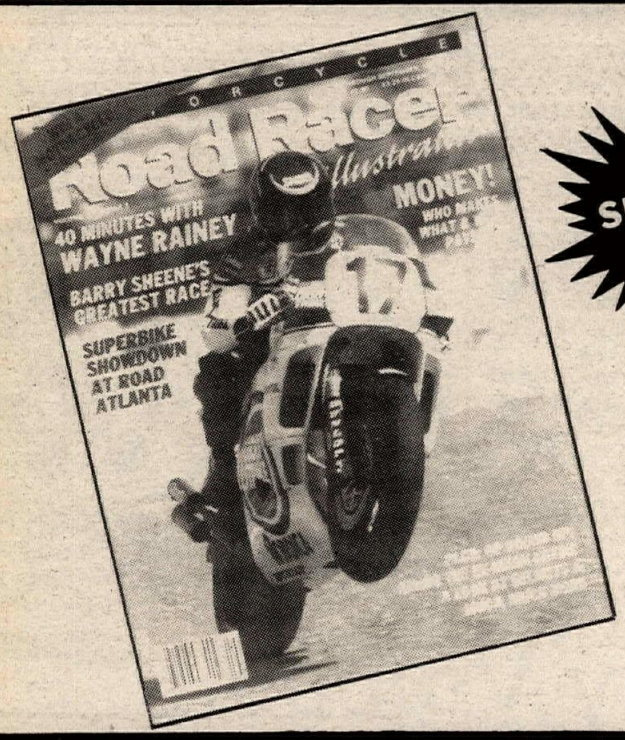


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Service manager experience, Honda knowledge background preferred but not required. Self-motivated individual & strong seller & communicator. Vacations, health plan, life benefit plan, salary plus commission. Busy year 'round shop. SUNNYSLOPE HONDA, Phoenix, AZ. Ask for Rob, (602) 944-2639. (143-46)

### Camel Pro Tuner/Mechanic
Need first class wrench. Race track savvy a must. Honda RS600/RS700 background helpful. Call Mike Sponseller, (301) 662-7720. MD. (246/EOI/50)

### Immed Sales/Service/Parts Opening
Top pay. Need experience or will train. Apply to, (213) 866-6547. CA. (246-49)

### Mechanics
HARLEY DAVIDSON OF SANTA ANA, 2131 E 1st Street, Santa Ana, CA 92705. (714) 835-9141. (346-49)

### Sponsorship Available
### ★★★★Gear Race Wear★★★★
U.S. Manufacturer of high quality Off Road Racing apparel is currently accepting resumes for the 1989 season. Send resume to: VAN LEEUWEN ENT. 13275 Paxton Ave, Arleta, CA 91331, Attn: Wendy. (246-47)

### R&D Tech
Have you Service Mgr experience? Do you understand all facits of engine building, including porting, carburation, cam timing, two & four-stroke theory? Can you fabricate? Have you built motorcycles from the ground up? If yes, call WHITE BROTHERS & ask for Dan (714) 554-9442. *Great opportunity for self-motivated person in R&D at WHITE BROTHERS, good salary, bonus, insurance with fastest growing company in industry*. CA. (245-46)

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### Mechanic Needed
Immediate full-time, year 'round position available in busy, fast growing shop. Honda experience needed, pay commensurate with experience. Good income potential. Call Bob at RACEWAY HONDA, (714) 943-2061. CA. (244-47)

### Technician
Year 'round work available for experienced Jet Ski technician in large dealership located in the Sunbelt. Send resume to: CYCLE NEWS, Dept 63, P.O. Box 498, Long Beach, CA 90801-0498. (244-47)

### Mechanics Needed
Will start brand new clean Kawasaki Yamaha shop in Orlando, FL needs experienced mechanics immediately. Top pay, profit sharing, medical & more. Call Tom, (407) 299-9191. FL. (246-47)

### District Managers
Motorcycle Importer seeking enthusiastic District Managers. Field sales experience required, mechanical ability as well. Send qualified resume to: MOTO-GUZZI OF NORTH AMERICA, Attn: James Vick, 1501 Caton Ave, Baltimore, MD 21227. (246)

### Motorcycle Sales
Seeking experienced, self-motivated sales person for Suzuki dealership. Earn top dollar based on liberal sales commission. Call Bob, (714) 893-5091. CA. (246-48)

### Experienced Honda Technician
HONDA WORLD is looking for experienced mechanic. Full-time, no lay-offs, pay based on experience. See Greg, 180 East Baseline, San Bernardino, CA. (714) 888-7755. (146)

### Honda Mechanic
Busy Honda dealership needs experienced full-timer. Guaranteed salary plus commission, small town, excellent touring & off-road area. Get out of the 'Big City'! Write HUTCHIN'S MOTOR SPORT, 55405 29 Palms Hwy, Yuca Valley, CA 92284. PLEASE NO PHONE CALLS. (246-49)

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In San Diegos' affluent North County. We are looking for qualified people in SALES, PARTS & SERVICE from Lot Boy to Department Manager. Great opportunity for qualified people. Please send resume to: Box 119002-133, San Diego, CA 92111. (246-47)

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Must be experienced, Honda experience preferrd. Excellent benefits plus 401k. Contact Ben at HONDA OF ATLANTA, 4230 Buford Hwy, Atlanta, GA 30342. (404) 633-9171. (246-48)

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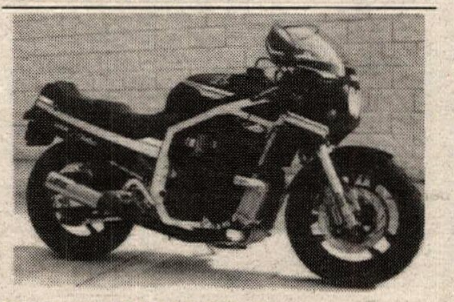

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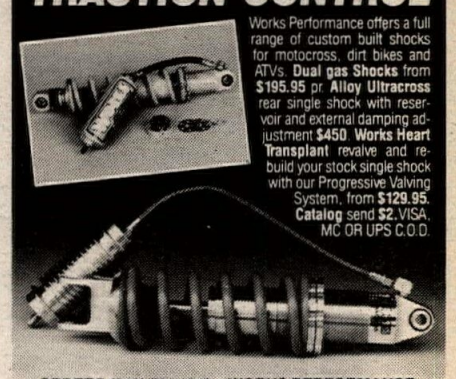

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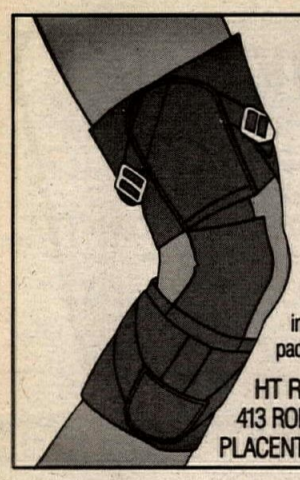

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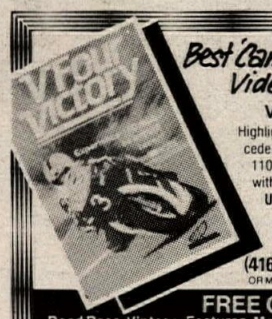

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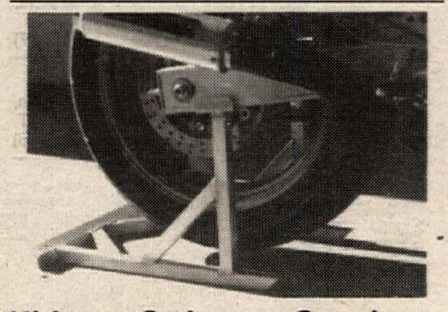

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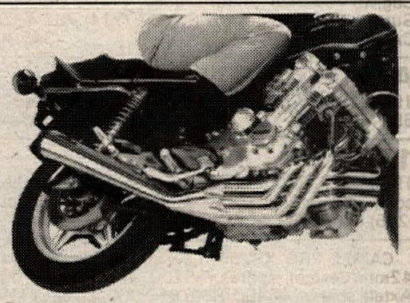

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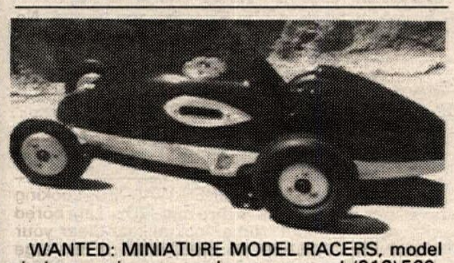

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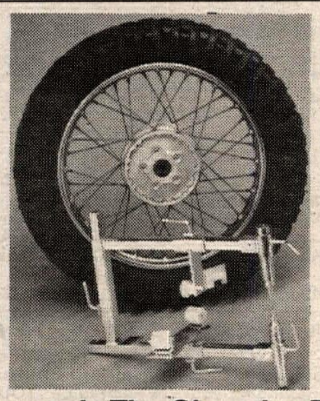

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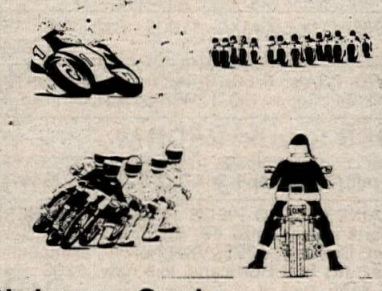

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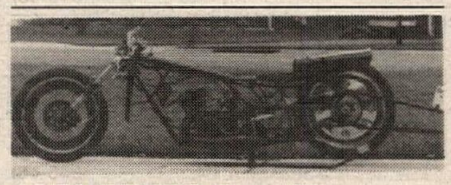

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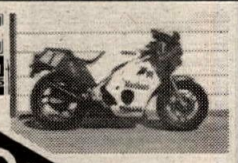

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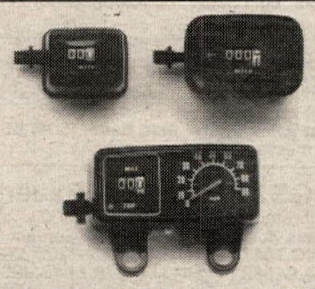

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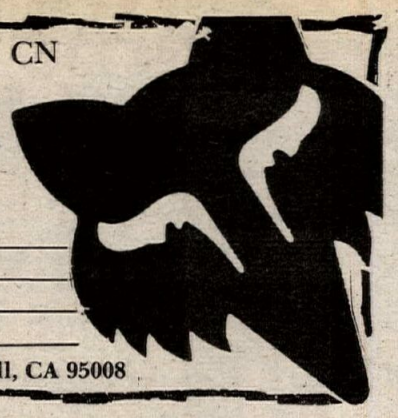

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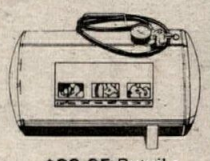

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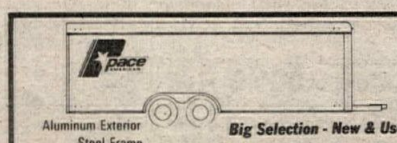

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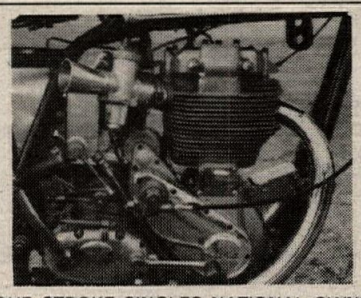

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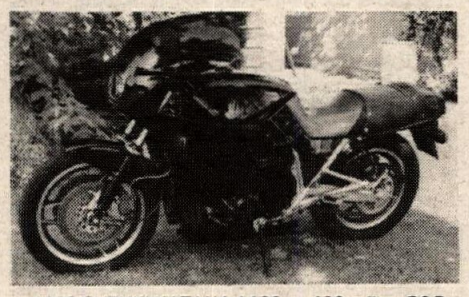

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## Wind

*(Continued from page 2)*

**public meetings have been scheduled at which the purpose of the Trail Plan and the process for its development will be discussed. Attending one of the meetings is one way you can participate in the development of the Trail Plan as there will be opportunities for public comment. The first meeting will take place on November 15 at Bakersfield's Beale Auditorium, and will be followed by meetings at Visalia's Tulare County Education Building on November 17, at Ridgecrest's Senior Citizens Center on November 21, and at Pasadena's Pasadena Center on November 22. All meetings will start at 7 p.m. and are scheduled to last two hours. For more information, call Jim Whitfied at 209/784-1500.**

Kawasaki Team Green has asked us to remind all Kawasaki riders who will be competing in the Barstow-to-Vegas race that they'll be on hand on Friday, November 25, to provide parts and technical assistance and on race day, November 26, will provide pit support. For more information, call 714/770-0400, ext. 2226, or Kawasaki of Riverside at 714/683-8839.

**As we hope you know, ESPN has been telecasting the World Championship 500cc Road Race Series and the World Championship Superbike Series. The next GP to be telecast is the Brazilian GP on November 24 at 1 a.m. (eastern time) and December 1 at 9:30 a.m. (eastern time). The Superbike races are telecast every Tuesday at 5:30 p.m. (eastern time). If you'd like to see more motorcycle race coverage on ESPN, write Loren Matthews, Vice President of Programming, ESPN, ESPN Plaza, Bristol, CT 06010.**

The FIM has announced that they will abandon timed qualification at MX GPs next year, instead they will run two qualification races and a "last chance qualifier" race of 20 minutes plus two laps duration each the day before each GP. Fourteen riders will qualify from each of the first two races with the third race qualifying four additional riders.

**Another announcement to come out of the FIM Fall Congress, which was held in Brazil, is the ban of radio communication between a rider and his crew in all events under FIM jurisdiction. Although the AMA banned the use of radios at the beginning of this year, the victorious American team used them in the recent Motocross des Nations in France.**

What do American motocrossers George Holland, Jeff Ward and Rick Johnson have in common with Austria's Karl Sulzer? Give up? Certainly you knew that Holland is the U.S. 125cc National Champion, Ward the 250cc champ and Johnson the 500cc title holder, but Papa bets you didn't know that KTM rider Sulzer pulled off an Iron Man stunt and won National Championship titles in all three displacement classes in Austria this year.

**Former Grand National Champion Mike Kidd tells us that the Boyd (Texas) Middle School has been getting a lot of phone calls lately, with the callers inquiring about the upcoming Texas Arenacross Series opener in the Mesquite Rodeo Arena on November 18-20. That's because we printed an incorrect phone number for Mike Kidd Promotions in our November 9 issue. The correct phone number is 817/433-5587.**

Chris Carr, the newly crowned AMA 600 National Dirt Track Champion, and the Lodi M.C. will co-host a "fun marathon race" at the Lodi Cycle Bowl at Lodi, California, on Sunday, December 4. "It'll be similar to what Bill Spencer has run at San Jose, but we'll have more races and different displacement classes," said Carr. "All proceeds will go to a fund that will enable the Lodi Motorcycle Club to host an AMA Regional Championship Short Track next year." For more information, call 209/368-7182.

**Jeff Russell (Yam) was the overall winner at the AMA District 36 Buckhorn Enduro in Redding, California, November 13. Russell edged out runner-up Dave Bertram (Suz) by 10 seconds at a tie-breaker. Out of the 200-plus starters only 50 finished, and the event was stopped after the sixth check (60 miles) because of severe wet and cold weather.**

Mike Kiedrowski (Hon) was the overall winner in the 125cc Pro class and finished second overall in the 250cc Pro division at the Western States Memorial MX held in Blythe, California, November 11-13. Ty Davis (Suz) finished second in the 125cc Pro class with Broc Glover (Yam) taking third. In the 250cc Pro class Shaun Kalos (Yam) was the overall winner over Kiedrowski and Glover, and in 500cc Pro action Larry Brooks (Hon) topped Gary Sailors (Kaw) and Greg Pierce (Kaw).

**Team Cagiva North America's Duane Summers and Richard Moore won the ARRA six-hour endurance road race at southern California's Willow Springs International Raceway on November 13 The Summers/Moore team rode a Ducati 851 Superbike to the victory over Those Other Dudes (Suz) and Vance & Hines Anaheim (Hon).**

PHOTO BY MITCH FRIEDMAN

Long-time AMA referee Freddie Ephrem (right), who retired earlier this year after devoting nearly 40 years to AMA professional racing, was named 1988 AMA Professional Sportsman of the Year at the November 5 AMA Pro Awards Banquet at Long Beach, California. Multi-time MX World Champion Roger DeCoster (left) presented the award to Ephrem.

**Some areas of California's Los Padres National Forest will be closed to vehicle access on November 18-19-20 to allow the Marine Corps Reserve to conduct a training exercise. According to Ojai District Ranger Ron Bassett, the areas effected by the closure will be Lion Camp, Middle Lion Camp, Rose Valley and Nordoff Ridge.**

MOVED: The corporate offices of Aervoie-Pacific Co., manufacturers of Blendzall lubricants, to 1198 Sawmill Rd., Gardnerville, NV 89450, 702/782-0100; Blendzall's national sales office remains located at 1393A Countryside Dr., Newark, OH 43055, 614/366-7180.

**NAMED: Nichols Distributing of Alsip, Illinois, and Riding Tiger Ent. of Riverside, California, as new distributors of Blendzall lubricants; Nichols can be reached at 800/323-4488 and Riding Tiger at 714/787-8723.**

Three-time 250cc National MX Champion Tony DiStefano, who was seriously injured October 13 while conducting a motocross school, has had a successful operation to rebuild the bone structure of the spine, remove bone fragments and take pressure off his spinal cord, but he still has no feeling from mid-chest down. DiStefano has recently begun rehabilitation towards becoming "a totally independent, functional person" and will soon be transferred from the hospital to a rehab center in Philadelphia, Pennsylvania. "Mentally I'm stronger than ever," DiStefano said.

**Despite the injury Tony DiStefano suffered, the Tony D. Motocross School will continue to operate as usual with approximately 30 schools scheduled for 1989, to be taught by a full-time instructor who has previously worked with DiStefano. Two schools will run in conjunction with the AMA Florida Winter Series at Tallahassee, Florida, the first being January 9 at Tallahassee and the other January 12 at Dade City, Florida. Suzuki's Bob Hannah will be on hand to help with instruction at the Tallahassee school. DiStefano will continue to play an active role with instruction at the schools from a four-wheel ATV, according to school manager George Denke. Cards and letters can still be sent to Tony through the Tony D. Motocross School, 428 W. Maple St., Hazelton, PA 18201.**

AMA Professional Motocross Manager Roy Janson has announced that former National Champions will receive qualifying exemption at outdoor Nationals next year. Also announced by Janson was the elimination of the Junior pro MX license. The Pro-Am and Junior categories will be consolidated in 1989. No change will be made in the advancement points policy except that the total number of points needed to advance to Expert will be raised to 180 points. This total is derived from the combination of the 60 points that was required to advance from Pro-Am to Junior and the 120 points that was required to advance from Junior to Expert. Voluntary advancement to Expert will still be provided as described in the 1988 AMA Competition Rule Book, except that the requirements of endorsement from the Motocross Advisory Committee and the AMA's district organizations will no longer be necessary. Finally, a proposal to remove the restriction which limits a 125cc MX National Champion from participating in that class after winning a second 125cc National title was rejected.

## 1989 AMA National Motocross Numbers

| | |
|---|---|
| 1 (125 MX) | George Holland |
| 1 (250 MX) | Jeff Ward |
| 1 (500 MX) | Rick Johnson |
| 1 (250 SX) | Rick Johnson |
| 2 | Rick Johnson |
| 3 | George Holland |
| 4 | Ron Lechien |
| 5 | Jeff Ward |
| 6 | Jeff Leisk |
| 7 | Jeff Stanton |
| 8 | Erik Kehoe |
| 9 | Donny Schmit |
| 10 | Guy Cooper |
| 11 | Ron Tichenor |
| 12 | Larry Brooks |
| 14 | Broc Glover |
| 15 | Mike Fisher |
| 16 | Doug Dubach |
| 17 | Fred Andrews |
| 18 | Todd DeHoop |
| 19 | Mike LaRocco |
| 20 | Johnny O'Mara |
| 21 | Keith Bowen |
| 22 | Ty Davis |
| 23 | Micky Dymond |
| 24 | Shaun Kalos |
| 25 | Tom Carson |
| 26 | Jeff Matiasevich |
| 27 | Ray Sommo |
| 28 | Tommy Watts |
| 29 | Brian Manley |
| 30 | Billy Frank |
| 31 | Stacey Cook |
| 32 | Kurt McMillen |
| 33 | Ross Pederson |
| 34 | Jeff Frisz |
| 35 | Dennis Hawthorne |
| 36 | Michael Jones |
| 37 | Jeff Hicks |
| 38 | Barry Carsten |
| 39 | Jim Gaddis |
| 40 | Dean Matson |
| 41 | Jason Upshaw |
| 42 | David Hand |
| 43 | Jim Holley |
| 44 | Danny Storbeck |
| 45 | Damon Bradshaw |
| 46 | Jo Jo Keller |
| 47 | Andy Stacy |
| 48 | Tyson Vohland |
| 49 | Keith Turpin |
| 50 | James Kapitan |
| 51 | Mike Healey |
| 52 | Patrick Barton |
| 53 | Billy Whitley |
| 54 | Corey Schweitzer |
| 55 | William Dzielak |
| 56 | Rick Ryan |
| 57 | Robert Hayes |
| 58 | Gary Bronikowski |
| 59 | Michael Craig |
| 60 | Ed Morse |
| 61 | Mickey Kessler |
| 62 | Robert Naughton |
| 63 | Wemyss Scott |
| 64 | Bob Hannah |
| 65 | Jeff Glass |
| 66 | T. Scott Brown |
| 67 | Carlo Coen |
| 68 | Scott Tyler |
| 69 | Kent Howerton |
| 70 | Brian Austin |
| 71 | John Dowd |
| 72 | Grayson Hart |
| 73 | Dave Newell |
| 74 | William Surratt |
| 75 | Larry Jackson |
| 76 | Clay Hoenshell |
| 77 | Brett Salander |
| 78 | K. Mark Crozier |
| 79 | Jason Buttle |
| 80 | Mark Lachowicz |
| 81 | Carl Vaillancourt |
| 82 | Randy McCann |
| 83 | Richard Taylor |
| 84 | Junior Jackson |
| 85 | A.J. Whiting |
| 86 | Greg Zitterkopf |
| 87 | Shane Drew |
| 88 | Dag Boyesen |
| 89 | Philip Calin |
| 90 | Stanford Buchalter |
| 91 | Corey Cope |
| 92 | Mike Beier |
| 93 | William Dill |
| 94 | Terry Tinney |
| 95 | Kip Sandell |
| 96 | Mark Musselman |
| 97 | Andy Fleck |
| 98 | David Paqutte |
| 99 | Kelly Andris |

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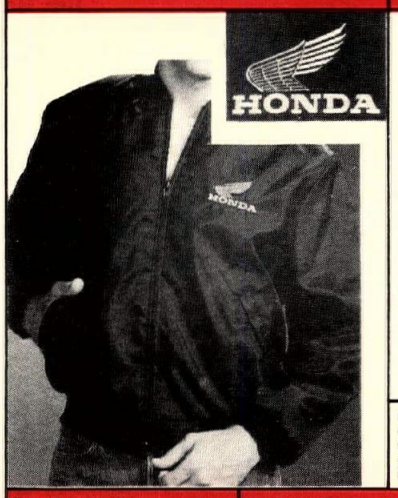


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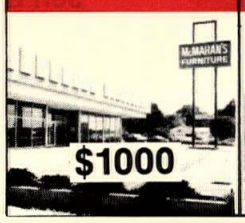
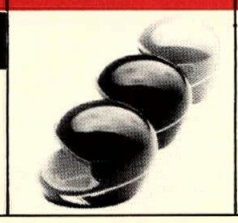
**2 McMahon's Certificates**



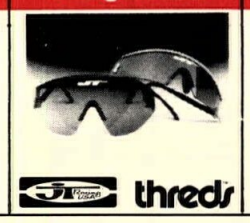

**28 Catalina Trips**

**2 Forum Party Packs**

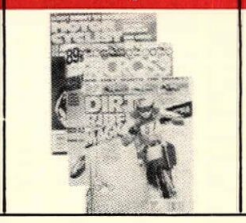
**27 Stag Helmets**



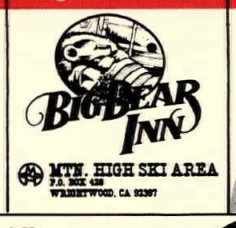
**27 Threds Sunglasses**



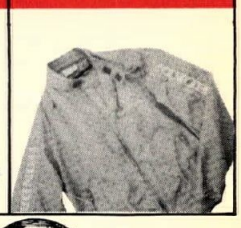

**36 Subscriptions**



**28 Big Bear Trips**




**27 Honda Windbreakers**



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# "*MOTORCYCLIST* is written for motorcycling enthusiasts—it's written for me."

***—Eddie Lawson***

**Name:** Eddie Lawson

**Occupation:** Marlboro/Yamaha 500cc Grand Prix Rider

**Riding History:** "I started scooting around on my Dad's Yamaha 80 in 1965 when I was seven years old and shortly after that my grandfather bought me a Kawasaki 90. My dad and grandfather are ex-racers and got me started in dirt-track at the age of 12 on the 90. I remember seeing a factory Kawasaki roadracer in a shop and it scared me to death. I wouldn't even sit on it because it looked so evil. I guess I've learned a little since then. I rode Formula Two as an amateur for Harry Hunt and we won a lot of races and set a few records. My big break came in 1980 when I rode Formula Two and Superbike for Kawasaki. That developed into my current GP ride with Marlboro/Yamaha."

**Track record:** 1986—500cc Grand Prix World Champion; 1st place Daytona 200; 1st place Superbikers. 1985—runner-up 500cc World Championship; 1984—500cc Grand Prix World Champion. 1983—4th place 500cc World Championship; 1st place Superbikers. 1982—AMA National Superbike Champion. 1981—AMA National Formula Two Champion. 1977—1st place Daytona 250 Novice Race.

**Riding Preference:** "When I'm not racing in Europe I ride for fun. I ride off-road at least twice a week to stay in shape and

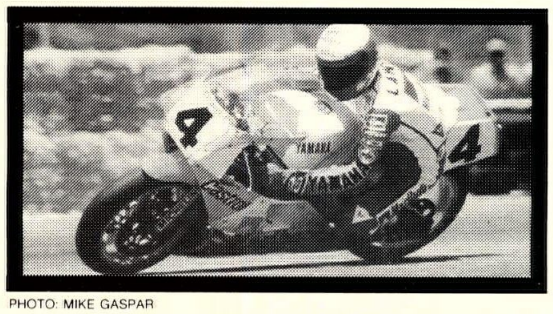


PHOTO: MIKE GASPAR

PHOTO: ART FRIEDMAN

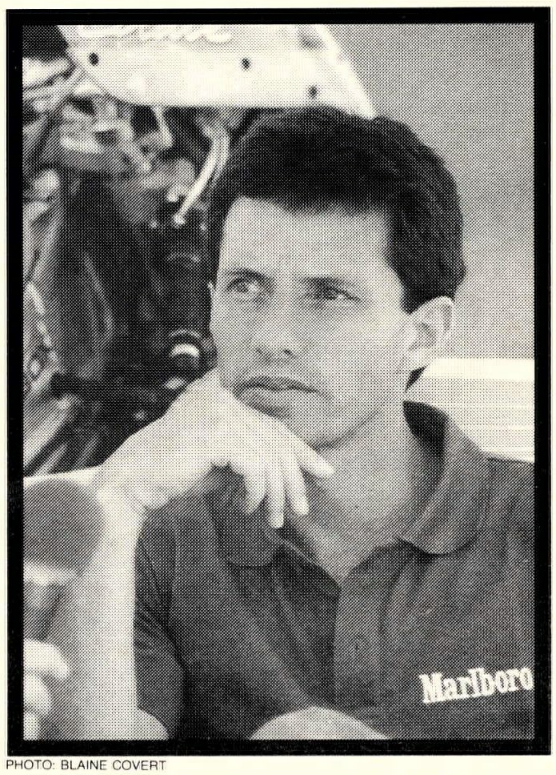
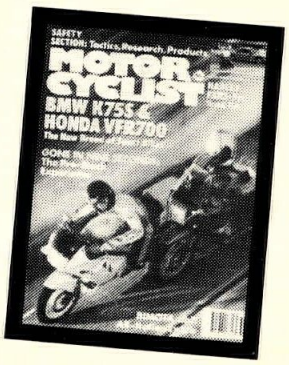



PHOTO: BLAINE COVERT

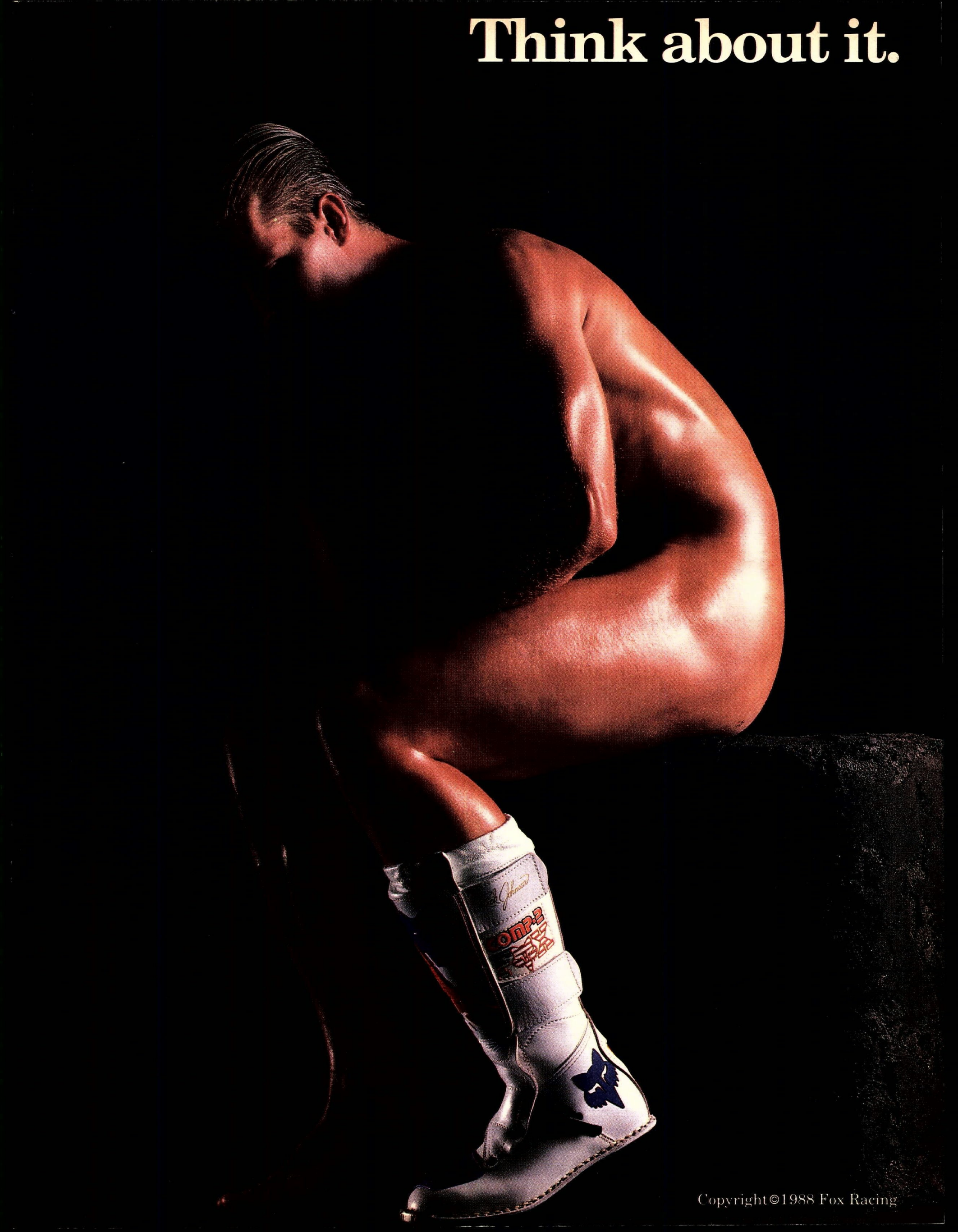
I like to ride my street bikes to dinner or a date. Now and then I'll take my old flattrackers and go slide around El Mirage dry lake. I must admit that no other type of riding is *exciting* to me now that I race GP bikes. A 150-hp two-stroke weighing under 300 pounds has a way of making other bikes feel tame."

**Bikes currently owned:** Yamaha RZ350; Yamaha RD400 Daytona; Yamaha RZV500R; Kawasaki KZ1000ELR.

**Magazine:** "I'm paid to ride and like Yamahas, but I really enjoy reading about anything from scooters to V-Maxs. I read *MOTORCYCLIST* from cover to cover every month. The *MOTORCYCLIST* staff is made up of real people who know how to mix business with pleasure and that shows in the magazine. Whether it's technical information or a race report, they make it enjoyable and interesting to read. For the past two years I've written a column for *MOTORCYCLIST* called "Lawson's Lines," which gives readers a close-up view of Grand Prix racing. I think it's a good example of how *MOTORCYCLIST* caters to true enthusiasts. *MOTORCYCLIST* is written for motorcycling enthusiasts—it's written for me."



# Think about it.

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